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STATE OF

PUBLIC

SERVICE

COMMISSION

NORTH DAKOTA

NINETIETH & NINETY-FIRST
ANNUAL REPORT

to
the

GOVERNOR

and

DEPARTMENT
OF
ACCOUNTS AND PURCHASES

for
the

BIENNIAL PERIOD
ENDING

JUNE 30, 1981

BEST AVAILABLE COPY

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Public Service Commission
State of North Dakota
Capitol Building
Bismarck, North Dakota 58505
(701) 224-2400

Commissioners
Richard A. Elkin, President
Bruce Hagen
Leo M. Reinbold
Secretary, Janet Sauter

The Honorable Allen I. Olson
Governor of North Dakota
Bismarck, North Dakota 58505

Mr. Dale Moug
Director
Office of Management and Budget
Bismarck, North Dakota 58505

Gentlemen:

In compliance with the requirements of the laws of North Dakota, we submit our Ninetieth and Ninety-First Annual Report for the period ending June 30, 1981.

Respectfully submitted,

Richard A. Elkin, President

Bruce Hagen, Commissioner

Leo M. Reinbold, Commissioner

ATTEST:

Janet A. Sauter, Executive Secretary

(SEAL)

RICHARD A. ELKIN, Commissioner

Graduated from Taylor High School - May 1949

Attended Dickinson State College - October 1949-1952

Taught rural grade schools - 1952-1953-1954

Began farming in 1954 near Taylor, North Dakota

North Dakota Jaycees "North Dakota Outstanding Young Farmer" - 1964

Elected to the North Dakota Legislature - 1962

- Served on the following Legislative Committees: Agriculture State & Federal Government, Social Welfare

Re-elected to the North Dakota Legislature - 1964

- Served on the following Legislative Committees: Transportation, State & Federal Government, Social Welfare

Elected to the North Dakota Public Service Commission - 1966

Re-elected to the North Dakota Public Service Commission - 1972

Re-elected to the North Dakota Public Service Commission - 1978

President of Mid-America Regulatory Commissioners- 1975

- MARC is a regional Association of Regulatory Commissioners from 13 of the Midwestern states.

Member of the Executive Committee of the National Association of Regulatory Utility Commissioners (NARUC) since 1976.

President of National Association of Regulatory Utility Commissioner (NARUC) - 1978

Have testified before Congressional Committees on legislation affecting all utility industries and state regulatory commissions.

Member of Electric Power Research Institute (EPRI) Rate Design Committee

Member of Gas Research Institute (GRI) Advisory Board

Stark County Farm Bureau Board of Directors - 1956-1962

President of Stark County Farm Bureau - 1958-1962

Active in Lions International - 1954-1967

Served as President of Taylor Lions Club

Served as Zone Chairman of Lions Club - Southwestern North Dakota

Served as Deputy District Governor of Lions International - State of North Dakota

Member of St. Alexius Hospital Lay Advisory Board - 1972 - Present

Member of Knights of Columbus

Member of North Dakota Stockman's Association

BRUCE HAGEN

Commissioner

Bruce Hagen, Public Service Commissioner, is presently serving his 20th year on the North Dakota Public Service Commission. He was first appointed to the Commission in 1961 by Governor William L. Guy to fill the term of Ernest Nelson. In 1964, Hagen was elected to a six-year term on the Democratic-NPL ballot, and re-elected in 1970 and 1976.

He is a graduate of Devils Lake Central High, attended Devils Lake Junior College and graduated in 1953 from the University of North Dakota with a Bachelor of Arts Degree. Hagen received his Master of Arts Degree in government and economics from the University of North Dakota in 1955, and completed an additional year of advanced study in government at the University of Wisconsin in 1956.

Hagen is a farmer in Benson and Ramsey Counties. He has served as a Deputy Motor Vehicle Registrar for North Dakota and chaired Governor Guy's committee to end the duplicate inspection of North Dakota grain by Minnesota. Hagen was General Chairman for the North Dakota Transportation Planning Committee which assembled a comprehensive transportation plan for North Dakota. Other offices have included: Vice Chairman of the Upper Great Plains Transportation Institute, located at North Dakota State University, Fargo; Vice Chairman of the Mid-America Governors' Transportation Council; and President of the 11-state "Midwest Public Service Commissioners Association." He was a member of the NARUC Ad Hoc Committee on U.S.-Canada Energy Supply (1969-1973); and was appointed one of North Dakota's representatives of the Midwestern Governors' Committee on Midwest Energy Requirements & Environmental Protection (Task Force) by Governor William L. Guy in 1972 and reappointed by Governor Arthur A. Link in 1973. Hagen has also testified before Senate and Congressional Committees regarding boxcar supply, energy problems and national strip mine legislation. In early 1972, he was appointed by Governor Link to the Commission on Commercial Air Transportation , and served as Chairman. In Sept., 1974, he was appointed to the Governor's Personnel Appeal Board. Currently, he is on the Executive Committee of the Mid-America Regulatory Commission (MARC). He is a member of the NARUC Committee on Administration and Personnel, Ad Hoc Committee on International Energy Supply, and the Committee on Communications. He was appointed by Governor Arthur Link as an executive member of the Reclamation of Strip-mined Lands Task Force of the Fort Union Regional Task Force; serves on the State Intermodal Transportation Team; serves as NARUC observer on the Potential Gas Committee; and was appointed by Governor Link to act as a North Dakota contact with the President's Regulatory Council in 1979. Appointed to the Electrical Generation Committee and the Transportation Committee for the Governor's Conference on Economic Development in 1981; and currently serves as Chairman of the Central Personnel Board.

Hagen is a Korean War veteran. He has two daughters - Marin and Jennifer.

LEO M. REINBOLD, Commissioner

Leo M. Reinbold, Public Service Commissioner, is in his first term on the Commission. Born on March 24, 1933 at Glen Ullin in Morton County, he was reared and educated in the Hebron Public Schools. He received a Bachelor of Science degree from Dickinson State College, a Master of Science degree from the University of North Dakota, and did some additional graduate work at Penn State University.

Reinbold comes from a pioneer Western North Dakota coal mining family. He comes from a family of eight children. Reinbold is married to the former Rose Hegel of Almont. They have three children: Brian, Russell, and Mary Jean.

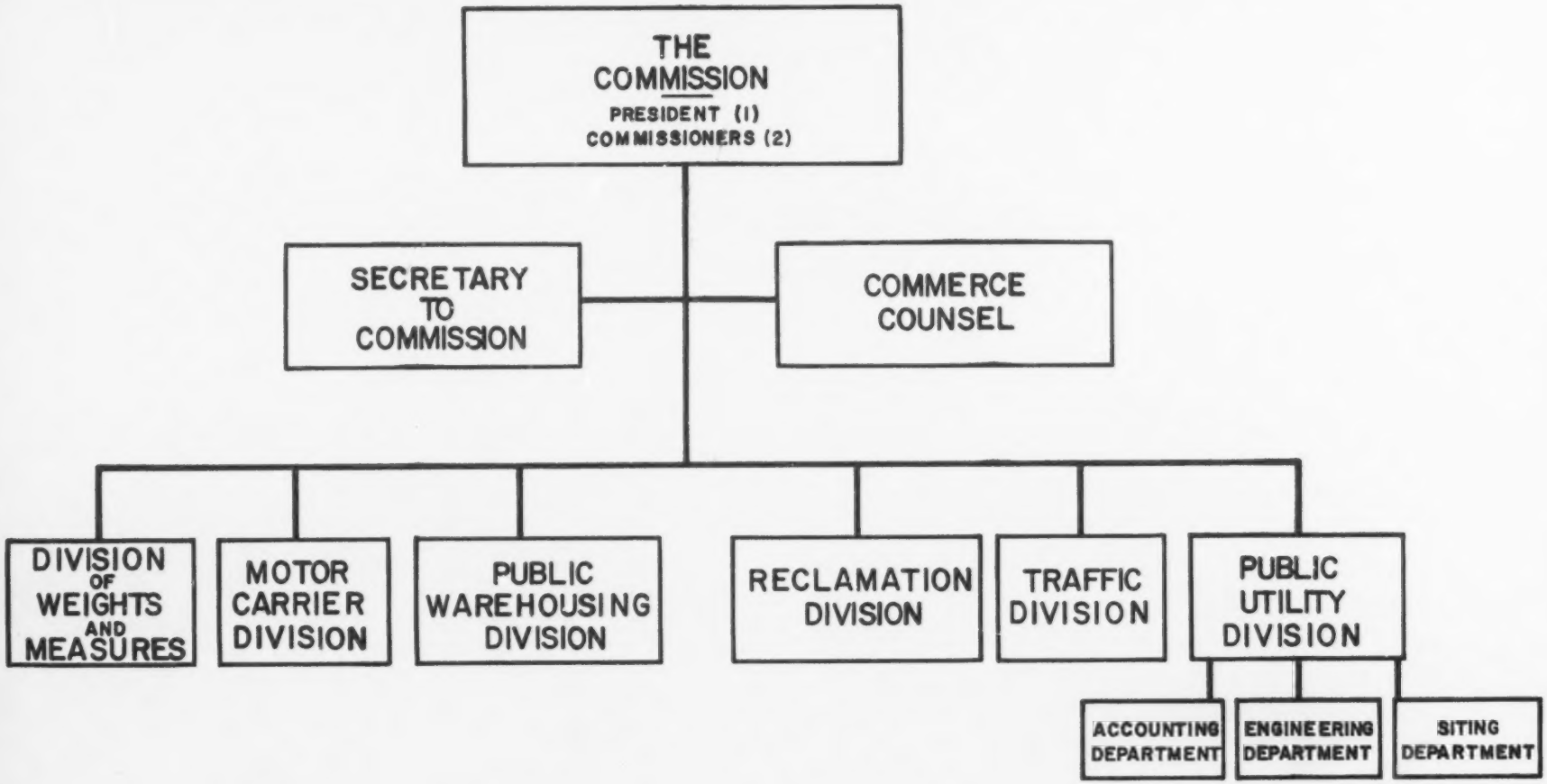
Prior to being elected to the Public Service Commission in November of 1980, Reinbold taught school for five years at Killdeer, North Dakota and Scobey, Montana; then another 18 years at Valley City State College where he was the Chairman of the Department of Geography and Title I Director (Title I included the Extension Education Program). Reinbold was Director of Viking Tours at Valley City State College. Other offices that Commissioner Reinbold has held are: Precinct Committeeman; eight years on the Valley City Commission where he held the police, fire, street and sanitation portfolios; Vice-President of the Valley City Commission, Chairman of the Barnes County Veterans Affairs Committee; Vice-President of the Barnes County Law Enforcement Council; City-County Planning Commission and Director of the Municipal Utilities in Valley City for eight years.

On the North Dakota Public Service Commission he holds the portfolio which includes Reclamation, Weights and Measures, and Auctioneers and Auction Clerks.

The most recent elected Commissioner is active and/or holds membership in the following: Lions Club; Elks Lodge; Eagles Club; Knights of Columbus and The Fellowship of Christian Athletes. Reinbold and his family are also members of the Corpus Christi Parish in Bismarck.

Reinbold is a veteran of the United States Army having served during the Korean War. He plays golf as a hobby and is an avid gardener.

NORTH DAKOTA PUBLIC SERVICE COMMISSION ORGANIZATION CHART



PUBLIC SERVICE COMMISSION

STATE OF NORTH DAKOTA

Bismarck

FORMAL CASES

The formal docket embraces formal complaints and applications involving hearings on railroad and motor carrier rates; railroad service; public utility matters; motor carrier authority; plant siting; transmission line routing matters; and other complaints and applications resulting in investigation and hearings.

The state of the docket is as follows:

Number of cases docket July 1, 1979 to June 30, 1981:

Motor Carrier Cases	153
General Cases (Including telephone, electric, gas pipelines, grain warehousing and other storage companies, siting and other miscellaneous matters)	511
TOTAL	664

Number of cases closed June 30, 1981:

Motor Carrier Cases	125
General Cases	484
TOTAL	609

Number of case pending June 30, 1981:

Motor Carrier Cases	28
General Cases	27
Court Cases on Appeal	4
TOTAL	59

HOW WE SERVE

GENERAL JURISDICTION

In 1885 the Territory of Dakota established the Board of Railroad Commissioners which had general supervision over railroads, sleeping car companies, express companies and telegraph companies in Dakota Territory. Upon the division of Dakota Territory, the Constitution of the State of North Dakota provided for the election of a Board of Railroad Commissioners (in 1940 the name was changed to Public Service Commission) and directed that its powers and duties be prescribed by law. In 1890 the First Legislative Assembly of the State of North Dakota granted the commissioners of railroads supervision over common carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water.

The general jurisdiction of the commissioners of railroads was substantially increased by the 1897 and the 1919 Legislative Sessions. The 1897 Legislative Session authorized the commissioners of railroads to exercise general supervision over railroads, sleeping car companies, express companies, bridge corporations, ferry companies, car companies, freight or freight line companies and any common carriers transporting passengers or property by railroad. In 1919 the general jurisdiction of the Commissioners of Railroads was increased to essentially the jurisdiction presently authorized by North Dakota Century Code Section 49-02-01:

49-02-01. GENERAL JURISDICTION OF THE PUBLIC SERVICE COMMISSION OVER PUBLIC UTILITIES. The general jurisdiction of the commission shall extend to and include:

1. Contract and common carriers for the transportation of persons and property.
2. Telegraph and telephone companies engaged in the transmission of messages or conversations.
3. Pipeline companies for the transportation of gas, oil, coal, and water.
4. Electric light companies for the purpose of generating and distributing light, heat, or power.
5. Gas companies for the manufacture or distribution of gas, natural or artificial.
6. Water companies for the storage and distribution of water for domestic or other beneficial use.
7. All heating companies for the distribution of heat.
8. Warehouse, packing, and cold-storage companies for the marketing, storage, or handling of food and other agricultural products.
9. Stockyard companies engaged in the business of caring for, feeding, and watering livestock.
10. All other public utilities engaged in business in this state or in any county, city, township, or other policitical subdivision of the state.

In 1969 a Surface Mine Reclamation Act (NDCC chapter 38-14) was passed which placed with the PSC the responsibility and jurisdiction over surface mining operations through the licensure of surface mining operators and the inspection of surface mines to ensure compliance with

reclamation statutes.

In 1979 the Legislature found there were a substantial number of acres within the state disturbed by surface coal mining operations and noncoal mining operations on which little or no reclamation was conducted. The Legislature enacted legislation and placed authority with the Commission to implement and administer a federally funded program to reclaim abandoned lands with North Dakota's portion of federal reclamation fee collections, North Dakota Century Code, Chapter 38-14-2.

In 1975 legislation was approved which placed with the PSC the control over the siting of energy conversion facilities and energy transmission facilities (NDCC chapter 49-22). The PSC has authority to establish criteria for the designation of sites for energy conversion plants, corridors for energy conversion facilities, and specific routes within corridors for the placement of transmission lines.

GOALS

The major goals of the North Dakota Public Service Commission are outlined below:

All North Dakota residents to receive reliable electric service at reasonable rates; North Dakota residents living within gas service areas to receive natural gas service at reasonable rates; North Dakota residents to receive reliable telephone service at reasonable rates; utility services to be provided by financially healthy, efficient utility companies; North Dakota residents to receive adequate, reliable transportation services at lowest possible rates; North Dakota farmers to receive reasonable assurance that warehouse receipts and grain checks

will be honored, provide the public with safeguards to assure dependable warehousing other than grain storage; provide the public with safeguards to insure proper performance and accounting of auction sales; provide the public with safeguards to insure accurate and honest weights and measurements; reclaim all land stripmined for lignite to standards acceptable under state and federal law; utilize to the fullest extent possible North Dakota's portion of federal reclamation fee collections to convert problem abandoned mine lands to higher and better use; plan the siting of generation and transmission facilities to provide the most reasonable and economical construction to meet energy needs with the minimum environmental impact, least socio-economic impact, and optimum system reliability; provide the public with information relative to matters under PSC jurisdiction; provide assistance to the public in answer to legitimate complaints; promote safety in public transportation and utility services; provide opportunity for citizens participation at public hearings.

OPERATIONS

The three Public Service Commissioners are statewide elected officials, each serving terms of six years with one commissioner's term expiring every two years. The commissioners are responsible for the exercise of the powers and duties prescribed to the Public Service Commission under the law.

Each commissioner exercises equal power. Hence, although the workload is divided among the commissioners, they share equal responsibility for each decision. The portfolios of the present commissioners are:

Richard A. Elkin, President:	Motor carriers Railroad companies Public warehousing Commission budget
Bruce Hagen:	Electric utilities Telephone and telegraph companies Natural gas and pipeline companies Energy conversion and transmission facilities siting Traffic division
Leo M. Reinbold:	Surface-mined lands reclamation Auctioneers and clerks Weights and measures

By statute, the Public Service Commission is required to appoint a secretary to the commission. This position assists the commission by coordinating the operations of the commissioners and relieving the individual commissioners of administrative detail. The secretary's office also administers the commission's licensing of auctioneers and auction clerks.

The administration of functions is divided among the various divisions as follows:

(1) Division of weights and measures

(2) Motor carrier division

(3) Public warehousing division

(4) Reclamation division

(5) Traffic division

(6) Public utility and siting division

The first five divisions are headed by directors. The Public Utility Division is broken down into three departments---Accounting, Engineering, and Siting. Accounting is directed by a department chief and the chief engineer directs the Engineering and Siting departments.

SECRETARY TO THE COMMISSION

Section 49-01-02 of the North Dakota Century Code provides that the commission shall appoint a secretary. The commission secretary has the responsibility for directing the day to day administrative functions of the commission, acting as the overall manager of the commission and relieving the commissioners of routine administrative detail.

Specifically, the commission secretary, as the administrative officer of the agency:

(1) Serves as the official focal point through whom interested persons and companies under commission jurisdiction present their requests to the commission or inquire about specific commission activity.

(2) Certifies and publishes all documents reflecting official acts of the Commission.

(3) Functions as the custodian of all official commission documents, responsible for the maintenance, use and disposition of such records.

(4) Processes in an orderly manner all legal matters coming before the commission; maintains a docket of the cases filed with the commission; and schedules such matters for hearing.

(5) The secretary, as the fiscal manager of the commission, oversees accounting, purchasing, payroll and budget preparation.

(6) Administers the agency's personnel policy as reflected in 1) recruitment and selection of new employees, 2) employee training programs, and 3) performance evaluation.

The Public Service Commission holds regular Monday meetings, barring illness, absence from the city of Bismarck, holidays, or other inability to obtain a quorum, the Public Service Commission meets every Monday at 10:00 a.m. in its offices on the 12th floor of the State Capitol. The proposed agenda for these meetings is routinely posted in the hallway leading into the commission offices on the Friday preceding the meeting. Notice of these regular meetings will be filed with the Secretary of State of North Dakota and will be posted in the commission offices. The proposed agenda will be mailed on the Friday preceding the meeting to any news media agency requesting, in writing, to be placed on a mailing list for that purpose.

If the commission cannot abide by its regular meeting schedule, or if matters arise requiring its expeditious attention, a special or emergency meeting will be scheduled. Notice of a special or emergency meeeting will be given to the news media agencies in the immediate locality of the meeting site which have requested to be so notified.

Copies of orders and other documents in each case are kept in numbered files open to the public. The file contains applications, motions, briefs, correspondence, orders, and for those cases which entail public hearing, copies of the transcripts and exhibits. Recent cases are retained in original form in the offices on the 12th floor of the capitol while older cases are microfilmed and, thereafter, stored in the Archives of the State Historical Society.

Copies of official commission documents other than hearing transcripts are available upon request for the cost of reproduction. Minutes of the commission are routinely distributed to the State Library Commission. Following is a list of other data gathered by the commission and published in print form for public use:

GUIDE TO HEARINGS:

Pamphlet describing Commission functions and procedure in major rate cases.

List of public utilities, other than auto transportation, serving North Dakota.

Booklet of rules of practice and procedure before the commission.

Railroad freight commodity statistics.

Railroad maps showing existing rail track of railroad companies serving North Dakota.

Telephone maps of the service boundary areas of all telephone companies operating in North Dakota.

Electric and Gas Rate companies of regulated utilities.

Pipeline and Transmission Line maps.

Scope of authority book (motor carrier).

List of ICC rules and regulations governing motor carriers.

Special carrier list (freight).

Special carrier list (passengers).

Class "A" carrier list (freight).

Contract carrier list.

Special housemovers list.

Registered ICC carriers in North Dakota.

List of authorized North Dakota motor carriers indicating commodity authority.

Strip-mining reclamation law and rules and regulations.

Energy conversion and transmission facility siting act and rules and regulations.

Application guidelines for:

Certificate of site compatibility for an energy conversion

facility;

Certificate of site compatibility for a transmission facility corridor;

Route permit within a designated transmission facility corridor;

Definition of terms within application format;

Guidelines for ten-year plans;

Construction and reclamation performance standards for; energy conversion facilities, transmission facilities.

DATA PROCESSING:

The Data Processing Division acts as the word processing and data processing center for the Public Service Commission (PSC). Goals of the Data Processing Division are to provide support services to all divisions of the PSC.

Computerized programs in the 1979-81 biennium were:

Accounting Division

The PSC inventory system is a record keeping system of all PSC assets. The Data Processing Division assists the Accounting Division in the preparation of input forms and requests for printouts.

Administration Division

The Data Processing Division uses a system called telegraph (TAG77) to generate bar graphs, pie charts and tables for management.

Grain Elevator Division

The Grain Elevator Division uses a computerized system for tracking and counting various commodites (i.e., wheat, oats, corn, sunflowers) by bushel once a month for approximately 600 elevators in North Dakota. Reports are generated and distributed to appropriate personnel. Information derived from these reports is used for determining traffic movement patterns, railroad questions and abandonment proceedings.

Legal Division

The Data Processing Division used the Advanced Text Management System (ATMS) for bill drafting, preparing the Rules of Practice and Procedure and documents using North Dakota Century Code and North Dakota Administrative Code sections. The Storage and Information Retrieval System (STAIRS) was used by the Data Processing Division in performing keyword searches of North Dakota Century Code and North Dakota Administrative Code sections.

Motor Carrier Division

The C-plate system of the Motor Carrier Division is an online inquiry system which provides PSC-related information on all vehicles under PSC jurisdiction. Vehicle ID cards are also printed and reports are generated using this system. We hope to make this information available to law enforcement agencies in North Dakota early during the 1981-83 biennium.

Reclamation Division

Major systems developed for the Reclamation Division this biennium include:

1. The Data Entry and Review Revision-1 (DEAR REV-1) system was developed primarily for analyzing surface and subsurface topography with respect to strip mining activity. DEAR REV-1 is a set of 23 computer programs which generate, manipulate and plot to scale data which

can be represented as a surface (along with annotation and print/line data).

2. The Generalized Data Transfer Management System (GDTMS) is a set of descriptor table-driven routines whose function is to read, verify, translate and reformat data records. The primary intent of the full system is to have a centralized means of performing selective data and format conversion on a very wide variety of machine-readable formats. The full system performs advanced data manipulation functions also. These functions include arithmetic operations on groups of source variables (summation, multiplication, etc.) and advanced capabilities such as Extended Binary Coded Decimal Interchange Code (EBCDIC) to American Standard Code for Information Interchange (ASCII) conversion.

3. The Permit Status Report (PSR) is a program that processes administrative-type data common to coal mining permits. It scrutinizes the user's retrieval request, retrieves the data and displays it in a set format.

4. The Logical Intersection, Union and Relative Difference of Polygons (IURD) program was developed to compute polygon to polygon intersections, unions and relative differences.

5. Database - Rev. 1.0 is a comprehensive storage and retrieval system for inputting all relevant information

on a particular item including its graphic location. This was a joint project of the Reclamation and Siting Divisions.

Siting Division

1. Database - Rev. 1.0 is a comprehensive storage and retrieval system for inputting all relevant information on a particular item including its graphic location. This was a joint project of the Siting and Reclamation Divisions.

2. Base Map is a project involving the digitization of all section corners in the State of North Dakota. All polygon (graphic location) information will then be tied to the base map. After completion of this project the Siting Division should be able to map all exclusion and avoidance areas in the State of North Dakota.

3. Input of legal description of exclusion and avoidance areas has been an ongoing project throughout this biennium.

WORD PROCESSING

Word processing applications coming from all divisions of the Public Service Commission and performed by the Data Processing Division included but were not limited to the following:

Personnel Policies

General correspondence

Orders

Rough drafts

Multi-page documents

Outlines

Speeches

Selective file processing

Mailing lists

Line count studies

Biennial report

AUCTIONEERS

The North Dakota Public Service Commission has jurisdiction over the licensing and bonding of auctioneers, a responsibility given to the Commission by the 1957 Legislature.

The changes made by the 1975 Legislative Session evolved from the concern of the Public Service Commission and the Auctioneers Association with the practice of clerking sales without an adequate bond to protect the owner. As a result of the efforts of the Public Service Commission and the Auctioneers Association, the Forty-Fourth Legislative Assembly repealed Chapter 51-05, Auctioneer's and Auction Sales, and enacted Chapter 51-05.1 of the North Dakota Century Code, relating to auctioneers and auction sales, and the licensing of auctioneers and clerks.

Key provisions of this new Chapter, which became effective July 1, 1975, provide that all auctioneers and clerks who are to be at least 18 years of age and a United States citizen, having a good reputation for honesty, truthfulness and fair-dealing, resident and non-resident alike, are to be annually licensed by the Public Service Commission.

No license is to be issued to an auctioneer unless he has (a) actively engaged in auctioneering at least one year prior to the application; or (b) completed an approved course of training relating to auctioneers and (c) has not had his license revoked in this or any other state within the past two years.

The Public Service Commission, either on its own motion or upon verified complaint, may investigate the activities of any licensee, or other person, and may suspend or revoke any license if violations have occurred. Among the grounds for suspension or revocation of a license, or denial of an application, are the making of false statements to the Public Service Commission; mishandling of the accounts and records of a sale; having a criminal record involving offenses of the nature of

fraud or larceny; failure to produce records for the Commission; or violating any other provision or rule relating to the licensee.

The new law also establishes a procedure for a hearing in the event an application is denied. The Public Service Commission must give notice to the applicant and, if requested, set a hearing. The applicant has 20 days to request the hearing, and the Public Service Commission then has 20 days to notify interested or protesting persons. The hearing must be within 60 days of the applicant's request.

Revocation or suspension of a license involves observance of the procedures of the Administrative Agencies Practices Act (Chapter 28-32), which includes drafting complaints, hearing procedures and the right to appeal any decision of the Commission.

The auction clerk is required to maintain a separate escrow or trust account. Personal funds, with the limited exception of up to $100 to pay service charges, cannot be commingled with sales proceeds. All books and records are to be open for inspection at any time by the Commission. Surety bonds are to be filed with every original application, along with a $10 license fee, and maintained thereafter. Auctioneers must file a $1000 surety bond and clerks a $5000 bond. Federally insured financial institutions must be licensed to clerk sales; they need not file a $5000 bond.

The application for license and bond must be filed at least 10 days prior to the date such applicant is to conduct or clerk his first auction sale. Purebred sales are exempt from the licensing provision. The names of the auctioneer and clerk shall appear on all advertising of sales, but it is no longer necessary that the license number appear on said advertising.

The Public Service Commission is required to provide a list of all persons licensed under this Act by April 1 of each year. The list is to be sent to the Clerk of the District Court in each county. Licensees also receive a copy, as well as any other person requesting the list.

Violation of the provisions of Chapter 51-05.1 is an infraction carrying a fine of up to $500, but no jail time.

For the biennial period July 1, 1979, through June 30, 1981, 774 auctioneers licenses and 594 clerks licenses were issued.

COMMERCE COUNSEL

The Commerce Counsel, an Assistant Attorney General, provides legal advice to the Commission and staff as necessary on all matters involving Public Service Commission jurisdiction. There are two assistants who are likewise Assistant Attorneys General who are presently employed on a full-time basis by the Commission.

During the biennium, the State received conditional approval of its state program for reclamation of surface mined lands. Appropriate legislation was approved during the 1981 legislative session to gain unconditional approval of our state program. An extensive rulemaking proceeding on rules for reclamation of surface mined lands will be undertaken during the fall of 1981.

The Office of Commerce Counsel has participated in 70 cases before the Commission and 10 cases that were in court.

There are presently 4 cases on appeal to the District or Supreme Court.

The office represents the State in proceedings before the Interstate Commerce Commission, Federal Communications Commission and Federal Energy Regulatory Commission.

Railroad track abandonments have become a major issue for the Commission and the Commerce Counsel is actively involved in these proceedings.

In addition, the Office of Commerce Counsel responds to public inquiries and complaints.

The workload of the Commerce Counsel continues to increase and all legal matters are current.

MAJOR CASES PENDING OR COMPLETED

* NORTHERN BORDER PIPELINE COMPANY. The Commission issued an order which changed the location of the proposed route of a 42 inch gas line across North Dakota. The Federal Energy Regulatory Commission, the Office of Federal Inspector and Northern Border Pipeline Company filed suit for a declaratory judgment alleging that the Alaskan Natural Gas Transportation Act (ANGTA) had preempted the State of North Dakota. The court agreed with the plaintiffs and the Commission was then limited to designating the route as proposed by Northern Border Pipeline Company as approved by the President of the United States.

* ROLLED IN RATES - NORTHERN STATES POWER COMPANY COMPLAINT CASE. On the 10th day of December, 1980, the City of Fargo filed a complaint with the Commission alleging discrimination in the pricing of natural gas sold at retail to Northern States Power Company gas consumers in the City of Fargo, North Dakota. Gas consumers in Fargo are forced to pay nearly twice as much as NSP gas consumers in St. Paul, Minnesota. NSP sought to defend its action due to the fact that NSP obtained its supplies of natural gas from two different suppliers and that such supplies were not integrated systemwide. The PSC ordered NSP to roll-in, or average, the cost of natural gas throughout its system in arriving at the cost of natural gas sold in North Dakota. This decision was affirmed on appeal by the District Court. The case is now on appeal in the Supreme Court and should be argued during the November, 1981, term. If the Supreme Court affirms the PSC, a refund will be due to NSP gas customers for overcollection on and after April 1, 1981.

* MANDAN LINE. Nebraska Public Power District (NPPD) has been granted a transmission line corridor for the purpose of selecting a route for a 500 kV AC transmission line running from north to south across the Counties of Pembina, Walsh, Grand Forks, Steele, Barnes, Ramsom and Sargent in North Dakota. This decision of the PSC is on appeal to the District Court in Valley City, North Dakota. No briefs have been filed to date.

* TYRONE PROJECT. Northern States Power Company filed a rate increase application on the 16th day of May, 1980, seeking inter alia, to pass through the costs of an abandoned nuclear generating station in Wisconsin to its rate payers through its integrated electric system. The North Dakota ratepayers were asked to pick up the sum of $4,011,375.00 as a part of the Purchased Power Adjustment Clause. The North Dakota Commission refused to allow this pass through and the District Court in Burleigh County has affirmed that decision. The matter is now on appeal to the Supreme Court of North Dakota and has been briefed and argued.

* GREAT PLAINS COAL GASIFICATION PROJECT. On August 5, 1981, President Reagan gave his approval for the U.S. Department of Energy to provide a loan guarantee of $2.02 billion for the Great Plains Coal Gasification project in Mercer County, North Dakota. U.S. DOE officials expect to complete a conditional commitment and make the award over the next three to six months. Administration approval virtually assures that the project will be built.

The Great Plains project is headed by the American Natural Resources (ANR) Company, a Detroit-based energy firm. The primary

sponsor is the Great Plains Gasification Associates (GPGA). GPGA is a consortium of four gas pipeline companies: Michigan Wisconsin Pipe Line Company (owned by ANR), 32.5%; Tennessee Gas Pipeline Company (a division of Tenneco, Inc.), 30%; Transcontinental Pipe Line Corporation (Transco), 22.5%; and Natural Gas Pipeline Company of America, owned by Peoples Energy Corporation, 15%. Natural Gas Pipeline serves about one million people in the Chicago area. The plant will supply 125 million cubic feet/day of pipeline quality high-Btu synthetic coal gas (equivalent to 22,000 barrels per day of oil) from low-sulfur coal produced in Mercer County and surrounding areas of the Fort Union Region of Western North Dakota.

* CHICAGO MILWAUKEE RAILROAD. The Milwaukee railroad filed bankruptcy in December of 1977. At the time of filing bankruptcy, the Milwaukee operated approximately 90 miles of mainline track and 267 miles of branchline track in North Dakota. The Public Service Commission became a party of record to the Milwaukee bankruptcy proceedings which continue to date.

In November, 1979, the United States Congress passed the Milwaukee Railroad Restructuring Act. One of the major provisions of that Act was to transfer jurisdiction over Milwaukee abandonment applications from the Interstate Commerce Commission to the bankruptcy court. The Interstate Commerce Commission now serves in an advisory role to the bankruptcy court in abandonment applications and reorganization plans submitted by the trustee for the railroad.

During 1980, the trustee received approval to abandon the following portions of branchlines in North Dakota; (1) from Fargo

to the South Dakota border, a distance of 70.4 miles; (2) from Edgeley to the South Dakota border, a distance of 31.5 miles; (3) from Linton to the South Dakota border, a distance of 36.7 miles, and (4) from Brampton to the South Dakota border, a distance of 4.5 miles. The Burlington Northern has since purchased the portion of the line from Linton to Eureka, South Dakota, and is operating the line on a limited basis. The Public Service Commission on behalf of the State and the affected shippers filed protests in each of these abandonment proceeding.

In 1981, the trustee has also filed applications to abandon its branchline from New England to the South Dakota border, a distance of 123.8 miles, as well as all of its mainline in North Dakota. The Public Service Commission also filed protests to each of these abandonment applications. The Interstate Commerce Commission has recommended to the bankruptcy court that the trustee also be allowed to abandon these lines and those recommendations are expected to be acted upon shortly by the bankruptcy court. Abandonment of the Milwaukee mainline would have a substantial impact on North Dakota and surrounding states as it is the sole transportation source for coal from Gascoyne, North Dakota, which is used in the Big Stone Power Plant at Big Stone, South Dakota. Negotiations are currently underway by a number of parties for the purchase of this line from the Milwaukee for continued operation.

PUBLIC UTILITY DIVISION

The Public Service Commission, as part of its general jurisdiction under Title 49, NDCC, has regulatory authority over all North Dakota telephone and telegraph utilities; over the intrastate rates and services of privately owned electric, gas and radio common carrier utilities; and over certain safety matters relating to the intrastate operations of all electric, gas, telephone and railway systems. Tbe Commission is also responsible for the siting of energy conversion and transmission facilities to minimize the impacts of such facilities on agricultural production and the environment.

The Commission's routine activities in these areas of responsibility are handled by its Engineering Department. This department consists of seven employees, including the Chief Engineer. It operates as a technical advisory group on matters relating generally to rates, services, safety, siting, and other miscellaneous matters.

One of the prime responsibilities of the Engineering Department is the maintenance of a complete tariff file containing all the rates and regulations of regulated gas, electric, telephone and radio common carrier utilities. In addition, the department is responsible for promulgation, revision and interpretation of Commission standards for service and safety of the regulated utilities. Any proposed revisions in existing tariffs or new tariffs are examined and, if necessary, investigated by the Engineering staff before presentation with its recommendation for the Commission's determination. During the biennium approximately 325 such revised or new tariffs were handled by the department.

The rates and regulations contained in the filed tariffs, along with the standards promulgated by the Commission, are used in handling customer complaints. In tne '79-'81 biennium the Engineering Department handled approximately 850 such complaints. In addition, the Engineering staff responds to numerous requests for information relating to utility operations in the state.

This department is also involved extensively in general rate proceedings including investigative activities primarily in areas of depreciation, allocation, cost studies and rate design. In addition, the Chief Engineer generally acts as the Hearing Examiner in formal hearings held as a part of such proceedings.

Although the department is responsible for various safety aspects of regulated electric, gas, telephone and railway systems its primary areas of effort during the biennium were in railway crossing matters and natural gas safety. During the biennium approximately 170 investigations were made.

In the area of siting, the Engineering Department is involved in the assessment of environmental, agricultural, social and technical acceptability of industry proposed sites, corridors and routes through staff investigations and information gathered through the public hearing process. It also monitors and enforces conditions set by the Commission for construction and operation of authorized energy conversion and transmission facilities.

A total of 5 Letters of Intent were submitted to the Commission for the construction of major transmission facilities during the 1979-1981 biennium. Applicants receiving certificates and/or construction permits are listed in Table I.

The general goal of the Engineering Department is to assure that adequate and safe service is provided on a nondiscriminatory basis to consumers of all regulated utilities at rates and charges that are just and reasonable.

Table I TRANSMISSION FACILITIES

Case No.	Applicant	Cert No.	Permit No.	Type of Facility	Size of Facility
10079	APC		32	Crude Petroleum Pipeline	10.75"
9943	DPC		33	Light Hydrocarbon Liquids Pipeline	10.75"
10244	DPC		41	Natural Gas Pipeline	4"
9938	MPI		28	Crude Oil Pipeline	6 5/8"
9739	MPC		31	Electric Transmission Line Uprate	345kV
9891	MDU		26	Electric Transmission Line	345kV
9950	MDU		27	Electric Transmission Line	230kV
9978	MDU		25	Natural Gas Pipeline	6"
10147	MDU		30	Natural Gas Pipeline	4"
10126	MDU		34	Natural Gas Pipeline	8"
10151	MDU		35	Natural Gas Pipeline	8"
10176	MDU		36	Natural Gas Pipeline	8"
10208	MDU		40	Natural Gas Pipeline	8"
9942	NPPD	34		Electric Transmission Line	230kV
9927	NBPC		38	Natural Gas Pipeline	42"
10158	NSP		39	Electric Transmission Line Uprate	230kV
9984	NTP		29	Crude Petroleum Pipeline	40"
10163	WPC		37	Crude Petroleum Pipeline	10.75"

KEY

APC. . . . . Amoco Pipeline Co.
DPC. . . . . Dome Pipeline Corporation
MPI. . . . . Matador Pipeline Inc.
MPC. . . . . Minnkota Power Coop.
MDU. . . . . Montana-Dakota Utilities Co.
NPPD . . . . . Nebraska Public Power District
NBPC . . . . . Northern Border Pipeline Co.
NSP. . . . . Northern States Power Company
NTP. . . . . Northern Tier Pipeline Co.
WPC. . . . . Wesco Pipeline Company

COMPUTERIZATION PROGRAM

The Siting Act, Section 49-22-05.1, mandates that the Commission assemble

and publish an inventory of exclusion and avoidance areas, and other siting criteria. This was done in 1976. The Commission was also given continuing responsibility to evaluate and update said inventory.

During the last biennium the Commission made a decision to computerize this inventory. Our justification for this decision is as follows:

The large volume of information contained in the inventory and the updating difficulties inherent in the existing system which with computerization will be more readily managed.

The greater versatility and accuracy of the computer's mapping system. At the present time the inaccuracy for any point to be mapped within the State of North Dakota is not more than 12%. The final error will be less than 2% when the project is completed. The ability of the system to display one or all of the criteria for an area as small as a quarter section to as large as the entire state allows greater versatility when evaluating any given area.

The computer system will allow updates and corrections to be made very quickly and easily. This leads to a system which is potentially as current as the information the Commission obtains through its cooperative agreements with the agencies whose jurisdiction the criteria encompasses and as accurate as the personnel maintaining the system.

This system will provide the ability for other agencies to access information which may be applicable in their corridor examination concerns. Presently such information consists of the Water Commission's irrigation permit data, State Land Department's lists of state owned lands, and Historical Society's data on archeological and paleontological sites. Other advantages also realized are the ability to quickly store, manipulate and search the very large amounts of information.

The Siting Division is now undertaking the most difficult and expensive portions of the project. These include the initial development of the extensive library of programs necessary to properly handle the data, and the initial input of extremely large amounts of data.

The computer system does have additional capabilities The largest and most complex usage made of its additional abilities is to store all data on past and present siting projects. Programs have been written to allow data to be entered, corrected and updated easily. Several search procedures have been set up which allow the projects to be examined and data on certain types of projects retrieved. Some of the parameters which may be used to retrieve project data are docket numbers, project, type (i.e. plant electric transmission or pipeline transmission), application type (i.e. waiver, corridor or route), date approved, counties affected, and others. Also in the process of being added is a description of the project and the most frequently needed information about the project.

The computer is also very helpful for calculating electric and magnetic field strengths When examining an application for an electric transmission facility, the process of calculating the strengths and graphing them would require many days without the use of a computer. With the computers assistance the process only takes a couple of hours.

It is our intent to complete the computerization of the basic inventory and to develop a number of program enhancements during the next biennium which will result in improved efficiency for preparing and processing future siting and routing applications, and a potential for use in other areas of Commission jurisdiction.

PUBLIC WAREHOUSING DIVISION

The Grain Elevator Division is charged with the licensing and bonding of grain elevators, handling of complaints and the exercise of its jurisdiction with the responsibility of handling, shipping and storing grain.

For example a grain elevator with three hundred thousand bushel capacity must file a $300,000 bond with the Commission. The bond gives protection to warehouse receipt holders and to sellers of grain in the event of insolvency.

NUMBER OF LICENSED ELEVATORS

1977	605
1978	600
1979	587
1980	589
1981	590

The total amount of bonds on file for all the licensed elevators as of 1981 totals $140,614,000. The total capacity of the licensed elevators is 155,605,000 bushels. Farm storage space according to U.S.D.A. estimates exceeds 700,000,000 bushel statewide.

U.S.D.A. employees measure grain bins in elevators having a contract to store grain for Commodity Credit Corporation on the "loan" program. Public Service Commission receives a brief report from U.S.D.A. showing that stored grain is "short" if the condition exists. This gives the Grain Elevator Division a "tip" that the elevator has shipped stored grain. Usually the number of bushels "over shipped" is not a significant amount.

Licensed grain elevators must submit a monthly report to the grain elevator division showing the amount of each commodity on hand, the bushel amount of stored grain "against" that commodity. The report also gives the shipments of grain to eight possible destinations. The Traffic Department of the Public Service Commission, the Wheat Commission, the Upper Great Plains Transportation Institute and the railroads use this information in cases before Interstate Commerce Commission, abandonment proceedings and other traffic matters.

U.S.D.A. JURISDICTION

During the past year the United States Department of Agriculture has attempted to enlarge its regulatory functions in its administration of the U.S. Warehouse Act. North Dakota has only 22 elevators with a federal license. The act covers only grain on storage. U.S.D.A. tried to increase its regulatory function by the adoption of increased regulations giving power to U.S.D.A. to check buy and sell transactions in Federally licensed warehouses and to preempt North Dakota law in that a

State license would not be required.

The Commission opposed the adoption of this proposed regulation. Bond coverage under the U.S. Warehouse Act would have been 20¢ per bushel for stored grain and 10¢ per bushel for "buy and sell" on marketing transactions in the event of insolvency.

North Dakota bond for grain elevators now provides $1.00 per bushel of protection to elevator customers. In the event of insolvency under the proposed U.S.D.A. regulation, North Dakota farmers and other storage ticket holders would have had 80¢ per bushel less protection in the event of insolvency. At this writing it appears U.S.D.A. has decided not to adopt the regulation or published in the Federal Register.

ROVING GRAIN AND HAY BUYERS

The Roving Grain Buyer act provides for grain seller protection from those who buy grain "within or without the State for resale". The minimum bond is provided by law to be $15,000 and the license fee is $30.00. In 1980 there were 121 licenses issued. In 1981 there were a total of 136. Well over half of the licenses are in the hands of large farm producers who are requested by the large grain buyers to have a license. This they say helps protect them on title to the grain and other related matters.

INSOLVENT WAREHOUSEMAN

Public Service Commission Case No. 10,131 Courtenay Farmers Cooperative Association, Courtenay, ND July 30, 1980. All grain claims paid in full through the sale of grain in the warehouse plus funds received from the Cooperative from the sale and recovery of assets other than grain by the insolvent. No assessment was required against warehouseman's bond to pay grain claims. This case was settled in approximately nine months.

WAREHOUSE OTHER THAN GRAIN

As of June 30, 1981 there were forty three licensed warehouses for storage of items other than grain.

GOALS

The goals of the Grain Elevator Division are to:

1. Provide North Dakota with reasonable assurance that warehouse receipts and grain checks will be honored.
2. Provide the public with safeguards to assure dependable warehousing other than grain storage.

3. Provide the public with information relative to matters under the Public Service Commission jurisdiction.

4. Provide assistance to the public in answer to legitimate complaints.

MOTOR CARRIER DIVISION

The Commission, pursuant to Chapter 49-18 of the North Dakota Century Code, is charged with the responsibility of regulating motor carriers and motor vehicles in the transportation of persons and property for compensation over the highways of the State of North Dakota.

The Motor Carrier Division of the Commission presently consists of four employees, including the Director. It is the responsibility of the Division to advise and assist the Commission in the discharge of its statutory responsibilities and the Rules and Regulations adopted governing such motor carriers.

This Division of the Commission handles all applications for motor carrier authority, the transfer of existing authority, the annual renewal of certificates and permits and the issuance of commercial plates for vehicles operated by carriers under their respective authorities. This Division also has the responsibility of regulating the movement of interstate motor transportation to the extent that every common and contract carrier transporting non-exempt commodities, for hire, in interstate commerce into, from or through the State of North Dakota must register its authority, granted by the Interstate Commerce Commission, with this Commission, and obtain a sufficient number of identification stamps in order that one stamp can be attached to a uniform cab card in each tractor unit.

As of July 1, 1981, the Commission regulates 24 certificated Class "A" Carriers, 213 Certificated Common Carriers, 37 Permited Contract Carriers, 40 Common Carriers of Buildings and 2450 registered Interstate Commerce Commission Carriers.

1979 - 1981 BIENNIAL ACCOMPLISHMENTS

1. Developed and initiated a monthly reporting document advising the Commission of the status of all on-going motor carrier cases pending.

2. Developed and initiated a semi-annual and annual report of activities of the Motor Carrier Division for the Commission.

3. Published an up-to-date Directory of Authority Manual for the Commission, the certificated motor carriers and the public.

4. This division has completed a shift from manual to computer issuance of PS Plates and registration cards.

5. All mailing lists of the Motor Carrier Division are now on computer.

6. Utilize the System 6 Word Processor in preparing Orders, Notices of Hearing, enforcement related correspondence and routine publications.

7. Members of this division have conducted training sessions for enforcement personnel charged with the responsibility of enforcing the provisions of Tital 49 and Commission Rules and Regulations.

8. Members of this division have assisted members of the Truck Regulatory Division of the Highway Department in conducting field inspections of certificated motor carriers and unauthorized motor carriers.

9. Reorganization of the Motor Carrier Division office has allowed for more efficiency.

10. This Division participated in preparing amendments to Title 49 for the 1981 Legislative Session. 1981 Legislative action affecting the Motor Carrier Division included the following:

    A. Allowing for intercorporate transportation for hire

    B. Allows the Commission to consider requests for temporary authority in contract motor carrier permit cases

    C. Eliminated vehicle listing fees and simplified computation of fees

    D. Increased fees relating to application of transfer of authority

    E. Exempts from regulation certain commodities previously regulated

    F. Allows for van pooling of passengers and transportation of the elderly or handicapped by non-regulated carriers

    G. Allows for motor carrier cases to be determined by the Commission without an oral hearing

    H. Revised the factors to be considered by the Commission in determination of motor carrier cases.

1981 - 1983 BIENNIUM GOALS

1. To relieve the existing and future undue burdens upon the highways arising by reason of the use of such highways by motor vehicles for hire.

2. To protect the safety and welfare of the traveling and shipping public in their use of the highways.

3. To encourage sound economic conditions of efficient and well-managed carriers.

4. To promote safe, adequate, economical and efficient transportation.

5. To encourage the establishment and maintenance of reasonable rates for transportation without unreasonable discrimination or unfair or destructive competitive practices.

6. To encourage the most productive use of equipment and energy resources.

7. To encourage the establishment and maintenance of a sound, safe and competitive privately-owned motor carrier transportation system.

1981 - 1983 BIENNIUM OBJECTIVES

1. The Motor Carrier Division shall have a continued concern that Commission authorized motor carriers provide service pursuant to provisions of their certificates.

2 The Motor Carrier Division shall cause a suspension of certificates of Commission authorized motor carriers failing to comply with the provisions of their certificates.

3. All motor carrier applications will be processed in a timely and reasonable manner.

4 Members of the Motor Carrier Division will continue to be informed of all Laws, Rules and Regulations pertaining to motor transportation.

5. This Division will continue a close working relationship with members of State and Federal Enforcement Agencies. Interstate Commerce Commission, State agencies, Courts and Motor Carrier Associations.

6. This division will continue to offer training sessions to enforcement agencies and continue to monitor enforcement activities of enforcement personnel charged with the responsibility of enforcing Title 49 and Commission Rules and Regulations.

7. This division will participate in revising rules governing Commission certificated motor carriers. Commission motor carrier rules to be revised include:

   A. Insurance Requirements

   B. Leasing Requirements

   C. Fee Schedules

   D. Enlarging Commercial Zones

   E. Procedures relating to temporary authority requests

   F. Increasing exempt zone for maintaining drivers log.

8. The Motor Carrier Division will issue a publication of Laws, Rules and Regulations and furnish the motor carriers under the jurisdiction of the Commission such publication.

9. This Division will publish an up-dated Directory of Authority Manual.

10. This Division will conduct field and office audits of motor carriers under the jurisdiction of the Commission to insure compliances of the provisions of the carrier's certificates.

11. This division will investigate possible dormant or non-used certificates.

12. This division will assist the Commission in establishing an Annual Conference with members of the North Dakota Motor Carrier Association.

13. This division will closely monitor expenses and will attempt to reduce costs of operation.

MOTOR CARRIER DIVISION
Summary of Activities
7/1/79 Through 6/30/81

	7/1/79 Through 12/31/79	1/1/80 Through 6/30/80	7/1/80 Through 12/31/80	1/1/81 Through 6/30/81	Totals
Memo Received in Motor Carrier Office	18	15	19	33	85
Memo Sent From Motor Carrier Office	50	57	28	76	211
Findings of Fact, Conclusions of Law & Order	20	25	23	32	100
Amended Findings of Fact, Conclusions of Law & Order	0	1	0	1	2
Findings of Fact, Conclusions of Law & Order & Notice of Opportunity to Protest	0	0	1	0	1
Order Granting Temporary Authority	7	8	7	12	34
Amended Order Granting T/A	0	0	0	1	1
Order Denying Temporary Authority	0	0	8	2	10
Order Cancelling Temporary Authority	0	0	1	0	1
Order Granting Application	4	7	5	3	19
Amended Order Granting Application	0	1	0	0	1

	7/1/79 Through 12/31/79	1/1/80 Through 6/30/80	7/1/80 Through 12/31/80	1/1/81 Through 6/30/81	Totals
Order	3	3	0	5	11
Amended Order	0	0	1	0	1
Order to Show Cause	0	0	1	0	1
Order Granting Petition	0	1	0	0	1
Rescinding Notice	32	6	1	6	45
Order Reinstating Authority	1	0	1	0	2
Order Reinstating Certificate	1	1	0	0	2
Order of Revocation of Authority	8	0	9	0	17
Order Cancelling Certificate	0	2	0	0	2
Order Cancelling Permit	0	1	0	0	1
Notice Re Suspension of Authority & Revocation Thereof	4	9	0	12	25

	7/1/79 Through 12/31/79	1/1/80 Through 6/30/80	7/1/80 Through 12/31/80	1/1/81 Through 6/30/81	Totals
Notice Re Suspension of Permit & Revocation Thereof	0	1	0	0	1
Notice Re Suspension of Certificate & Revocation Thereof	6	7	0	1	14
Notice of Opportunity for Hearing	5	13	3	3	24
Notice of Hearing	21	31	29	32	113
Notice of Rescheduled Hearing	3	8	9	6	26
Amended Notice of Hearing	0	1	1	0	2
Notice of Postponement of Hearing	0	3	1	1	5
Notice of Change of Time & Place for Hearing	0	1	0	0	1
Order Denying Petition for Rehearing	1	0	0	0	1
Order Granting Petition for & Notice of Rehearing	1	0	0	1	2
Order Staying Termination of Temporary Authority	1	0	0	0	1

	7/1/79 Through 12/31/79	1/1/80 Through 6/30/80	7/1/80 Through 12/31/80	1/1/81 Through 6/30/81	Totals
Order Dismissing Proceeding	1	2	2	0	5
Order Dismissing Application	0	1	3	6	10
Dismissal of Application & Cancellation of Hearing	0	0	1	0	1
Order Dismissing Application on Request of Applicant	1	1	0	0	2
Order Denying Petition for Rehearing	0	0	1	0	1
Order Rescinding Prior Order & Dismissing Proceedings	0	2	0	0	2
Order Dismissing Application & Revoking Certificate	1	0	0	0	1
Motor Carrier Hearings Held	21	26	29	32	108
Cost of Transcripts in Motor Carrier Cases	$9,598.00	$9,220.80	$8,948.70	$7,615.50	$35,383.00
Vehicles Inspected for Compliance of Title 49	3,978	4,044	4,321	3,575	15,918

	7/1/79 Through 12/31/79	1/1/80 Through 6/30/80	7/1/80 Through 12/31/80	1/1/81 Through 6/30/81	Totals
Citiations Issued for Violation of Title 49	33	39	51	64	187
Citations Issued for No Authority Violation	12	14	9	23	58
Complaints Handled by Motor Carrier Division	13	21	12	16	62
Hours Expended for Training Sessions	43.5	3	40	20	106.5
Number of Enforcement Personnel in Attendance	76	4	111	131	322
Intrastate Receipts	$68,137.00*		$4,840.00	$62,898	$135,875
Interstate Receipts	$369,388.00*		$312,247.50	$132,573.50	$814,209
Interstate N.D. Identification Stamps Sold	133,740*		120,181	45,724	299,645

* One Year
7/1/79-6/30/80

RECLAMATION DIVISION

The Public Service Commission is responsible for the administration and enforcement of the laws governing the reclamation of lands surface-mined for coal. These laws are: Reclamation of Surface-Mined Lands (Chapter 38-14.1, NDCC) and Abandoned Mine Land Reclamation (Chapter 38-14.2, NDCC). The Commission is also bound by the requirements of the Surface Owner Protection Act (Chapter 38-18, NDCC).

The major goals of the Reclamation Division are to:

1) reclaim all land surface-mined for lignite to standards acceptable under State and Federal law; and

2) utilize to the fullest extent possible North Dakota's portion of federal reclamation fee collections to convert problem abandoned mine lands to higher and better use.

In order to more efficiently work towards these goals, the Division administers two (2) programs: the Regulatory Program and the Abandoned Mine Land (AML) Program.

Regulatory Program

For the first 18 months of the 1979-81 biennium regulation of surface-mining was carried out under the interim Federal regulatory program specified by Congress, pending review and approval of the State's new regulatory program drafted to comply with the provisions of Public Law 95-87 (The Surface Mine Control and Reclamation Act of 1977). North Dakota's Regulatory Program received conditional Federal approval on December 15, 1980, assuring continued State primacy over the control of surface mining. The regulation of mining and reclamation operations has been performed in accordance with the North Dakota State Regulatory Program from that date. The Commission was originally given until July 1, 1981 to correct minor deficiencies in the Program; the deadline

was later extended to January 1, 1983 by the Office of Surface Mining, U.S. Department of the Interior.

Production of lignite for power generation and industrial use continued to increase, as indicated by Tables 1-3.

Table 1. Coal Production, Fiscal Year Basis (1977 - 81)

Fiscal Year	Production, Short Tons	% Change
7/1/76 - 6/30/77	12,071,139	---
7/1/77 - 6/30/78	12,928,033	+ 7.0
7/1/78 - 6/30/79	14,279,722	+ 10.4
7/1/79 - 6/30/80	16,828,903	+ 17.8
7/1/80 - 6/30/81	17,449,232	+ 3.7

Table 2. Coal Production, Biennial Basis (1977 - 81)

Biennial Period	Production, Short Tons	% Change
7/1/75 - 6/30/77	22,769,341	---
7/1/77 - 6/30/79	27,207,755	+ 19.5
7/1/79 - 6/30/81	34,278,135	+ 26.0

Table 3. Coal Production by Mine, 1979 - 80 and 1980 - 81

Mine	Location	Operator	Production, short tons 1977-78	1978-78	Total
Velva	Velva	Consolidation	335,361	271,401	606,762
Glenharold	Stanton	Consolidation	3,475,120	3,487,553	6,962,673
Center	Center	Baukol-Noonan	3,847,247	3,657,742	7,504,989
Larson	Noonan	Baukol-Noonan	453,626	398,671	852,297
Nelson	Williston	Geo-Resources	87,803*	16,725	104,528
Husky	Dickinson	Husky Industries	223,900	141,035	364,935
Indian Head	Zap	North American Coal Corp.	1,209,359	1,058,330	2,267,689
Falkirk	Underwood	Falkirk	2,591,854	3,483,420	6,075,274
Beulah	Beulah	Knife River	1,619,839	2,209,422	3,829,261
Gascoyne	Scranton	Knife River	2,936,996	2,680,187	5,617,183
Sprecher	New Leipzig	Knife River	4,691	8,951	13,642
Smith-Ullman	Haynes	NL Industries	43,107	35,795	78,902
		TOTALS	16,828,903	17,449,232	34,278,135

*Figures available are for total production for the period July 1, 1975 through June 30, 1980

The Commission issued eight (8) mining permits during the biennium for a total of 5,602 acres. Permits were issued as shown in Table 4.

Table 4. Mining Permits Issued, 1979-81

Permit No.	Operator	Location	Acres
NAIH 7905	North American Coal Corp.	Zap	490
CCGH 7906	Consolidation Coal	Stanton	773
NAIH 8001	North American Coal Corp.	Zap	273
CCGH 8003	Consolidation Coal	Stanton	1,010
BNCR 8006	Baukol-Noonan	Center	213
GRGR 8007	Geo-Resources	Williston	40
KRSB 8009	Knife River Coal	Beulah	1,694
NAFK 8010	Falkirk Mining Co.	Falkirk	1,109

During this same period 75 acres of land mined under earlier reclamation laws achieved final bond release, bringing the amount of land completely released from bond to 1,103 acres. A total of 27,375 acres remain under full or partial bond. The distribution of the 28,278 acres permitted by the State for coal mining since the permit system began in late 1969 is shown in Table 5.

Table 5. Distribution of Permit Acreage by County

County	Acres	% of Total
Mercer	13,793	48.4
Oliver	4,772	16.8
Bowman	3,513	12.3
McLean	2,851	10.1
Burke	1,835	6.4
Ward	1,188	4.2
Stark	229	
Adams	175	
Williams	64	0.8
Grant	55	
Divide	2	
Morton	1	

Table 5 reveals that nearly one-half of all acreage permitted by the Commission is in Mercer County and that together Mercer, Oliver and Bowman Counties account for 77.5% of all permitted acreage. These figures are virtually identical to those for the 1977-79 biennial period.

Eight (8) Notices of Violation were issued to mining operators for violation of the reclamation law and regulations during the biennium. Details are furnished in Table 6.

Table 6. Notices of Violation, 1979-81

NOV No.	Case No.	Operator	Penalty	Remarks
1	10,166	Consolidation Coal	none	vacated
2	10,045	Consolidation Coal	$ 7,000	
3	---	Consolidation Coal	---	pending
4	10,201	Consolidation Coal	none	remedial reclamation proposal ordered
5	10,167	Consolidation Coal	none	remedial measures implemented
6	10,093	Knife River Coal	700	
7	10,168	Consolidation Coal	24,500	
8	10,159	Baukol-Noonan	none	penalty not warranted in view of history, seriousness, good faith and negligence

Abandoned Mine Land (AML) Program

The AML Program was authorized by the 1979 Legislative Assembly with the passage of the Abandoned Mine Land Reclamation Act (Chapter 38-14.2, NDCC). The statute is the equivalent of Title IV of Public Law 95-87 (The Surface Mine Control and Reclamation Act of 1977).

The purpose of the AML Program is to reclaim, to the extent economically and technically feasible, the abandoned coal and non-coal surface and underground mines in North Dakota. Money for this Program will come from the State's 50% share of a continuing 10¢/ton federal reclamation fee assessed on all lignite mined in North Dakota since October 1, 1977. The fee will be collected for 15 years. Participation in the Program requires a Regulatory Program for current surface-mining and an AML Reclamation Plan, both of which must be Federally approved. As noted above, North Dakota's State Regulatory Program was approved on December 15, 1980.

AML activity during the biennium consisted primarily of AML Plan development, feasibility studies, and research and demonstration projects. Plan development took place over a period of 18 months and was submitted at the end of the biennium to the U.S. Department of the Interior for review and approval.

A number of tasks were initiated during the biennium prior to Plan completion and submittal. These activities were funded by discretionary monies available to the Office of Surface Mining, U.S. Department of the Interior, with the Commission acting as agent. Work on the tasks is described in the following paragraphs.

A hazardous abandoned combination underground and surface mine adjacent to the City of Scranton in Bowman County was fenced along the western edge as a temporary precautionary measure, after which two (2) feasibility studies were performed to develop a workable solution to the problems involved. Reclamation of this mine is expected to begin in 1982 as a research and demonstration project.

A second hazardous mine, the Old Pittsburg surface mine southeast of Dickinson in Stark County, was reclaimed as a research and demonstration project by the Heavy Equipment Operators Program of Dickinson State College.

An abandoned uraniferous lignite surface mine on State land southwest of Belfield in Billings County was also reclaimed by the Heavy Equipment Operators Program as a research and demonstration project. The information gained from this work will be used to reclaim the remaining uraniferous lignite mines in western North Dakota.

TRAFFIC DIVISION

The Public Service Commission's Traffic Division is responsible for supervising the intrastate rates being charged by regulated motor carriers of freight and passengers and by railroads. It is also responsible for representing the transport interest of the state and its shippers before federal agencies such as the Interstate Commerce Commission. The office is staffed by a director, an assistant director, and a secretary and works closely with the Commission's Motor Carrier Division and Commerce Counsel personnel.

The goal of the Traffic Division is to insure that North Dakota businesses and residents receive adequate and reliable transportation services at the lowest possible rates. This goal is, however, tempered by the Division's recognition that the long term provision of such services is dependent upon the carriers' ability to generate revenues sufficient to promote carrier health and financial viability. The Division, therefore, attempts to regulate carriers in a manner which balances the public's desire for low rates and high levels of service and the shipper's quest for maximum profits; economic realities and long-term public welfare are key considerations.

The Traffic Division also serves as an ombudsman relative to dispersing information on matters which come under the Division's jurisdiction and in investigating complaints received regarding motor and rail carriers. The degree of activity entailed by these funtions will be exemplified in the narrative which follows.

The 1979 - 81 biennium provided the Traffic Division with many challenges, especially in the area of monitoring and reacting to federal transportation legislation. The past two years have seen major pieces of legislation passed by the Congress of the United States in an attempt to lessen

regulatory restrictions on interstate common carriage by truck and rail.

The effects of this legislation on attitudes and actions of the carriers and the effect upon transportation consumers is not yet clearly perceived and it will take some time before correct assessments can be made.

A requirement in the Staggers Rail Act of 1980 required that rail rates considered to be unreasonably high had to be attacked prior to March 30, 1981. In response, the Public Service Commission and the North Dakota Wheat Commission filed nine formal complaints with the Interstate Commerce Commission against the Soo and Burlington Northern Railroads involving rates on wheat, barley, and sunflowers to Duluth and Minneapolis and to the Pacific Northwest on both domestic and export traffic. It is the position of the Commission that present grain rates from North Dakota are too high, with relation to cost, about 25% too high or about 50 million dollars per year.

In addition, the Commission also filed a complaint against the nation's railroads with the Interstate Commerce Commission, contending that the practice of charging much higher rates on malting barley beyond Minneapolis and Duluth when the barley moves into these markets by truck, than when the barley moves into markets by rail is discriminatory.

All of these complaints await action by the Interstate Commerce Commission.

The Staggers Act, in addition to granting the railroads considerable freedom in setting and increasing their rates, virtually pre-empted state authority with respect to rail rates. Rail rates based upon inflationary cost increases, rate increases within certain flexibility zones, and rate increases on competitive traffic may be made without interference from either the Interstate Commerce Commission or the states. Additionally, the states must conform to the authority remaining in the Interstate Commerce Commisison with respect to market dominant (captive) traffic and to the prior requirement that intrastate rates must not constitute a burden upon interstate traffic.

A new era began in the state in late 1980 when the Burlington Northern and Soo Railroads, in direct response to inter-regional competition from the Union Pacific Railroad and the prodding of the Public Service Commission and Wheat Commission, published reduced rates on wheat to the Pacific Northwest for export in 52-car units from one elevator, 26-car units from one elevator, and 26-car units from two to four origin elevators to a single consignee with the warning that both 26-car plans would be allowed to expire within a year. The same rates were applied on barley from the western half of the state, and plans are afoot to make a similar adjustment eastbound.

These actions together with announced plans to abandon about 440 miles of Burlington Northern branchlines portend great changes in the grain handling system as we now know it. Costly adjustments and relocations will have to be made to conform to existing realities. The railroads make it known that the horse and wagon system -- an elevator on the rail every six or seven miles -- is on the way out.

From the time of North Dakota's first rail line abandonment in 1936 until the close of the 1979-1981 biennium, approximately 315 miles of railroad trackage were abandoned. Approximately one-third of the miles abandoned were a direct result of the bankruptcy of the Chicago, Milwaukee, St. Paul, and Pacific Railroad. Over fifty percent of these miles were abandoned during the 1979-1981 biennium. As of June 30, 1981, applications to abandon another 233 miles of North Dakota trackage were pending before the federal Interstate Commerce Commission.

These figures serve to illustrate that the railroad industry's streamlining pace is quickening. The pace promises to quicken even further in the near future. This point is best illustrated by the Burlington Northern's June, 1981 announcement of plans to abandon up to 440 miles of North Dakota branchlines during the next three years. The BN also indicated that another 740 miles of track is being considered for future abandonment. All of these changes coupled with the Milwaukee Road's continuing abandonments under their bandruptcy reorganization plan could see North

Dakota's rail network shrink to about 3,400 miles of main and branchline trackage; a reduction of thirty-five percent from the system of 1950.

The Public Service Commission's involvement in abandonment proceedings is dictated by the wishes of affected shippers and communities and the states public interest. When an abandonment application is filed with the Interstate Commerce Commission, the Public Service Commission immediately contacts those directly affected. Any protests filed will be helped by the input received from these concerns.

In the past it often has been possible, through the filing of protests, to delay abandonments several months and sometimes for years. The federal Staggers Act of 1980 has, however, greatly streamlined the abandonment process. Now only in extreme cases can an abandonment application be delayed over a year. In most instances an application will be acted upon and decided by the Interstate Commerce Commission within three months. The revised legislation coupled with the Interstate Commerce Commission's permissive attitude makes it very difficult to successfully delay a railroad's abandonment.

All mainline and branchline abandonment applications are subject to the review and approval of the Interstate Commerce Commission. The Public Service Commission is the state agency charged with the responsiblity of representing the state and its citizens before the Interstate Commerce Commission. Of the twelve abandonment proceedings to take place during the last biennium, the Public Service Commission filed formal protests in five. In another six of the proceedings, the Public Service Commission filed comments with the Interstate Commerce Commission and sought to delay the proposed abandonment as long as possible to allow affected shippers time to make other shipping arrangements. In only one proceeding did the Public Service Commission choose not to file any form of protest with the Interstate Commerce Commission.

During the past biennium the Traffic Division and the Public Service Commission became directly involved in an Interstate Commerce Commission

dispute between the Soo Line and the Burlington Northern Railroads. In 1981 the Soo Line filed a complaint with the Interstate Commerce Commission against the Burlington Northern asserting that the Burlington Northern's refusal to give Soo Line shippers a rate and route on corn for export through Pacific Northwest ports similar to that provided Burlington Northern shippers in violation of gateway provisions in the Burlington Northern merger case. The case is titled I.C.C. Docket No. 37545. Prior to June 19, 1977, the Burlington Northern and Soo maintained five-car rates on this traffic at $1.18 per 100 pounds. On June 19th the Burlington Northern reduced the rate to 80½ cents to apply to 15-car multiple movements. On March 3, 1978, the Burlington Northern eliminated the 15-car requirement and applied the same rate to single car movements. The Soo Line elected not to join in either the 15-car or single car rates. Effective August 2, 1980, the Burlington Northern increased its single line rate to $1.48½, the Soo asked to join in this rate and the Burlington Northern declined. Burlington Northern's counter offer to apply a rate 15 cents higher from Soo origins was not accepted and the complaint discussed here was filed.

The Public Service Commission intervened in this case and presented evidence in support of the Soo Line on the grounds Soo Line shippers should have rate parity with their competitors on the BN and on the further grounds that the Burlington Northern's position serves to diminish competition between railroads which is detrimental to both the Soo and the State of North Dakota. The case is pending before the Interstate Commerce Commission.

The Commission commented in the previous biennial report dated June 30, 1979, concerning the severe shortage of rail cars for the movement of grain. The shortage continued in serious proportions through December, 1979. During this period the railroads did increase their ownership and shippers, in desperation, bought or leased substantial numbers of hopper cars. So much so that private control of 103,300 hoppers nearly equals railroad ownership at 119,200 cars. Grain shipments dropped off dramatically in 1980 creating huge car surpluses, and the railroads in response

now require private owners to use one rail owned car per each private car shipped.

As this is written the Santa Fe Railroad has announced that it will make no new nor will it renew expiring shipper/railroad agreements which allow shippers to utilize private, shipper owned or leased cars rather than railroad owned equipment. Railroads are under no obligation to use private cars in the absence of such agreements or contracts. The economic implications to leaseholders paying monthly rentals to car owners without opportunity to secure per diem payments for car use by the railroads are obvious, and the lessons are clear. Private cars are great in periods of car shortages, but they can be a stone around the neck in periods of car surplus. While we have had almost continuous car shortages since 1976 and before that 1973 and 74, we now have (June 30, 1981) large surpluses.

It is interesting to note that the Soo Line, followed by the Burlington Northern, recently reduced grain rates eastbound to encourage utilization of surplus rail hopper cars. The Soo, in an innovative way, offered coupons for a limited period only, where shippers shipping 10 cars of grain get free transportation on an additional two cars. This is a transitory phenomenon caused by large car surpluses.

In the area of intrastate regulations of railroads, the Commission suspended a proposed increase on lignite coal rates within the state by rail in late 1979; Case SRC No. 23. The railroads postponed the effective date of the increases until June 15, 1980, at which time they went into effect. After hearing, the Commisison directed that the proposed rates be reduced by 20 percent to provide revenues equal to fully-allocated cost of providing the service including a current cost of capital and directed the railroads to refund 12 percent of the revenue collected pursuant to the proposed rates while they were in effect. These reductions impacted on the 113,000 tons of lignite used by state institutions. Over $171,000 in refunds were made to North Dakota coal shippers as a result of the proceeding.

In Cases SRC 21, 25, and 26 the Commisison determined that intrastate grain and grain product rates should be allowed to be increased by the same amounts as were allowed by the Interstate Commerce Commission on interstate traffic in Cases X-336, 343, 349, 357, and 368. The intrastate rates had not been increased since April 25, 1972, after which the railroads incurred substantial cost increases in labor, supplies and equipment.

In SRC 27, however, the Commission instituted an investigation concerning the lawfulness of the grain/grain product rate structure. This investigation is not yet concluded.

The Traffic Division did not directly participate in any interstate motor carrier rate matters before the Interstate Commerce Commission during the 1979 - 81 biennium, but monitored numerous proceedings. The majority of motor carrier transportation to, from, and within North Dakota is exempt from economic regulation. As to intrastate general commodity carriers, bulk haulers, especially those engaged in the movement of crude oils and refined petroleum products, and household goods carriers, the Commission has been most active to insure cost-based rates. The Traffic Division has also been working very closely with so-called mom-and-pop operations, of which there are many within North Dakota, to assist those carriers in making meaningful data submissions to justify rate increases.

In 1979, the Traffic Division and the Commission recognized that fuel shortages and rapidly rising fuel prices were creating severe hardships for intrastate motor carriers. In response to that plight the Commission developed a method of determining what effect higher fuel prices were having on regulated carriers. The result was a Commission order which allows exact fuel cost increases to be passed through to shippers. The Traffic Division monitors fuel prices and advises the Commission of its finding. Fuel surcharge adjustment orders are issued by the Commission as dictated by the fuel situation. This procedure has allowed the state's motor carriers to remain on top of rising fuel prices and has likewise prevented certain carriers from taking unfair advantage of rapidly rising fuel costs.

It is expected that the upcoming biennium will bring drastic changes to the state's rail system. Rail line abandonments and new rate innovations will in-turn precipitate changes within the remainder of the rail system and within the trucking industry. The Public Service Commission, through its Traffic Division, must stand ready to be a partner in this process to insure that the state's businesses and shippers are provided, to the fullest extent possible, with reasonably priced and adequate transportation services.

WEIGHTS AND MEASURES DIVISION

Introduction

An adequate weights and measures program provides an important service to the citizens of the State. It provides a basis for all commercial transactions involving the transfer of commodities by maintaining the necessary standards of weight, measure and length, and testing commercial weighing and measuring devices such as scales, meters, and measures to insure that only adequate equipment and measuring practices are used dealing with the public. The program provides protection to the buyer as well as seller from losses due to incorrect quantity determination.

Weights and measures adopts the specifications, tolerances and regulations for commercial weighing and measuring devices (together with amendments as recommended by the National Bureau of Standards and published in National Bureau of Standards Handbook 44) as the specifications, tolerances and regulations for commercial weighing and measuring devices used in the State of North Dakota.

Goals

The goals of the Weights and Measures Department are to:

1. Provide the public with safeguards to insure accurate and honest weights and measurements.
2. Provide the public with information relative to matters under Public Service Commission jurisdiction.
3. Provide assistance to the public in answer to legitimate complaints.

Staff

The personnel consists of:

Director, Metrologist

Clerical Secretary

Three (3) light duty scale inspectors

Two (2) heavy duty scale inspectors

The Director is responsible for the total administration and operations of the department, including program development and direction of field activities and buying new equipment.

Two inspectors are assigned to the department's two large-capacity scale test units. Each man is responsible for an area consisting of one-half of the State. In addition to the workload, these two inspectors must move their 40,000 pound units throughout North Dakota, often under severe climatic conditions. Three light duty scale inspectors are assigned light duty units in the weight class of 8,000 pounds and each have an area consisting of one-third of the State.

Inspectors are, weather permitting, in the field year around. During the last biennium, 22,837 weighing and measuring devices were tested.

Laboratory

The Weights and Measures reference standards of the State of North Dakota are housed in the laboratory located in a modern building adjacent to the State Capitol in Bismarck. These standards are certified by the National Bureau of Standards of the United States Department of Commerce. All field standards are calibrated in the laboratory.

North Dakota Weights and Measures participates in the National Bureau of Standards laboratory auditing program. One of the duties of the Director is to maintain traceability of the state standards. This approach is recommended

by the National Bureau of Standards because each state which participates in the office of Weights and Measures laboratory auditing program has the capability of certifying its own state standards with the necessary documentations referencing the National Standards.

The laboratory auditing program provides interaction between the states standard laboratory and the National Bureau of Standards assuring satisfactory laboratory conditions suitable for the primary standards in addition to the proper use of National Bureau of Standards procedures in standard calibration. Thus, each state program is evaluated and, if found in compliance, is certified as a participant in the National Bureau of Standards laboratory auditing program, thereby maintaining validity of the state primary standards.

The program of calibration and certification of standards provides the basis of all commercial transactions involving weights and measures. Laboratory personnel routinely calibrate weights in a wide range of sizes from one milligram to 1,000 pounds. These are used for a wide variety of purposes, from weighing by law enforcement officials to testing large capacity scales.

Packaging and labeling inspection is not carried on by our department. This service is provided by the North Dakota State Laboratories Department.

Liquid Petroleum Gas (L.P.G.) Meters

An important part of our meter testing program involves the testing of L.P.G. meters. Modern handling methods allow the use of liquid petroleum gas (L.P.G.) for household heating and cooking, also automobiles, highway and farm tractors.

However, the nature of this product makes it necessary that it be maintained under constant high pressure if it is to be accurately measured. A specialized testing unit designed to measure the gas at pressures of over 100 pounds per square inch is used in this testing program.

Liquid and Small Scales

The department operates portable liquid calibrating units for testing the accuracy of meters used in the sale of petroleum products in wholesale quantities. A large part of the work of these units involves the testing of large capacity meters mounted on trucks which deliver fuel to farmers and households. The department is also involved in testing meters of retail devices including scales at retail grocery stores, meat markets, hardware and gasoline pumps at service stations.

Livestock Scales

The testing of livestock scales is done in cooperation with the Packers and Stockyards Division, United States Department of Agriculture. A statement of understanding has been signed outlining the areas covered by this agreement. The Packers and Stockyards Division personnel have been most helpful with livestock scale testing programs.

Large Capacity Weights and Measures

Our large scale testing program involves the testing of motor truck dump scales in grain elevators; self-contained motor truck scales connected with highway construction; motor truck scales involved in rip-rapping river bank projects; belt conveyor scales; coal mine scales; and hopper scales used for mixing asphalt and concrete.

Highlights

In the last four years there have been significant changes in the weighing and measuring industries, which has effected the North Dakota Weights and Measures Department. Two such examples are the Metric system which seems to

be gaining in popularity and use and the introduction of sophisticated electronic instruments in the market place. Because of this, the Weights and Measures Department has had to make changes in equipment and testing procedures.

The thirty-one pound weight kit and the five gallon test measure are still essential equipment for each truck; however, recently we have equipped each testing vehicle with kilogram weights to test metric scales, and liquid test measures that measure both by the gallon and the liter. The department has also purchased a 1,000 gallon liquid prover which is used to test the high capacity fast-flow meters at the pipeline terminals.

Because truck scales are increasing in size and capacity, the Weights and Measures Department is now in the process of modifying one of our heavy duty test units to make it possible to test truck scales with 20,000 pounds of known test weight. This will double the amount of weights presently used and allow for more precise testing.

During the last biennium the Public Service Commission adopted a rule which prohibited the sale of gasoline or other refined liquid fuels excluding liquified petroleum gases and residual fuel oils on any basis other than the gross volume of fuel actually delivered unless sale on a temperature corrected basis is specifically agreed to by both buyer and seller.

Training Programs

Several programs, offered both on a national and state level, are available for the continuing education and training of people working in weights and measures.

The metrologist in the laboratory is participating in the laboratory auditing program conducted by the National Bureau of Standards. Exercises completed in our laboratory, test the ability of the metrologist to perform,

as well as the accuracy of our equipment. Successful completion of all tests to date has achieved and maintained both the metrologist's and the laboratory's certification by the National Bureau of Standards.

Summary of Mechanical Activities

Kind of Device	Total Tested
Counter Scales	6,473
Hanging Scales	363
Track and Hopper Scales	260
Livestock and Vehicle Scales	1,811
Electronic Instruments	91
Gas Pumps	9,478
Pipeline Meters	426
L.P. Gas Meters	642
Vehicle Tank Meters	3,293
TOTAL	22,837

PURPA

The Public Utilities Regulatory Policies Act (PURPA) was passed by Congress in November of 1978 to encourage conservation of energy, efficient use of utility facilities and ensure equitable rates.

PURPA requires all utility regulatory agencies to review 11 rate and regulatory guidelines. Each commission has the option of deciding whether the standards are appropriate for adoption in its state. However, if a commission decides one or more of the standards is not appropriate, it must provide the reasons why.

The PSC held hearings and considered comments on the five PURPA regulatory standards: master metering, consumer information, termination procedures, advertising, and automatic adjustment clauses; as well as the six ratemaking standards: cost of service, declining block rates, time-of-day rates, seasonal rates, interruptible rates and load-management.

The Commission has by a rulemaking adopted all of the policy standards and by order has implemented portions of the ratemaking standard.

In addition, the Commission considered whether lifeline rates should be implemented by utilities. The Commission declined to implement a lifeline rate.

The Commission has now completed the PURPA considerations required by the Federal Act.

ACCOUNTING DEPARTMENT

The Accounting Department is charged with the responsibility of examining the annual reports of utilities and transportation companies and preparing statistics from such reports. It conducts special examinations of the books of utilities in rate cases, and prepares testimony and exhibits in cases before the Commission, federal agencies and courts; and advises the Commission in all financial and accounting matters.

The goals of the Accounting Department are that all North Dakota residents receive reliable electric, gas, and telephone service at reasonable rates by financially healthy, efficient utility companies; that North Dakota farmers are reasonably assured that warehouse receipts and grain checks will be honored and that safeguards to assure dependable warehousing, other than grain storage, are provided; to provide the public with information relative to matters under Public Service Commission jurisdiction and; to provide assistance to the public in answer to legitimate complaints.

ELECTRIC RATE CASES

Case No.	Company Name	Amount Requested	Amount Granted	Percent of Increase
9,996	Otter Tail Power Company	$16,088,000	$3,258,998	7.06%
10,097	Northern States Power Company	$6,229,000	3,294,000	6.84%

NATURAL GAS RATE CASES

Case No.	Company Name	Amount Requested	Amount Granted	Percent of Increase
9,804	Montana-Dakota Utilities Company	$2,724,650	$2,273,249	6.3%

TELEPHONE RATE CASES

Case No.	Company Name	Amount Requested	Amount Granted	Percent of Increase
10,034	Northwestern Bell Telephone Company	$7,525,000	$7,525,000	7.5%
10,080	North Dakota Telephone Co.	$520,430	$440,382	30.1%

ELECTRIC OPERATIONS - NORTH DAKOTA
FOR THE YEARS 1979 AND 1980

YEAR 1979	Operating Revenues	Operating Expenses	Taxes	Net Operating Revenues	Cost of Plant in Service	Kilowatt Hour Sales
Montana-Dakota Utilities Co.	$ 36,087,580	$ 23,015,998	$ 5,970,369	$ 7,101,213	$ 95,373,601	814,648,134
Northern States Power Company	51,982,437	31,684,343	10,595,063	9,703,031	162,388,844	1,163,826,106
Otter Tail Power Company	47,384,920	30,376,796	7,925,827	9,082,297	135,281 238	1,363,765,934
TOTAL	$135,454,937	$ 85,077,137	$24,491,259	$25,886,541	$393,043,683	3,342,240 174
YEAR 1980						
Montana-Dakota Utilities Co.	$ 37,937,086	$ 26,256,186	$ 5,633,539	$ 6,047,361	$100,894,099	843,774,785
Northern States Power Co.	54,262,526	36,722,656	9,183,291	8,356,579	177,254,709	1,162,476,788
Otter Tail Power Company	47,125,875	33,354,390	5,702,047	8,069,438	142,143,543	1,320,452,240
TOTAL	$139,325,487	$ 96,333,232	$20,518,877	$22,473,378	$420,292,351	3,326,703,813

ELECTRIC STATISTICS - NORTH DAKOTA
MONTANA-DAKOTA UTILITIES CO.
FOR THE YEARS 1979 AND 1980

OPERATING REVENUES	1979	1980
Residential or Domestic Sales	$ 17,075,294	$ 17,680,089
Commercial and Industrial Sales	16,758,600	17,769,861
Public Street and Highway Lighting*	651,098	687,658
Other Sales to Public Authorities	669,667	750,965
Sales to Other Electric Utilities	-	-
Other Electric Revenues	932,921	1,048,513
Total Operating Revenues	$ 36,087,580	$ 37,937,086
KILOWATT HOURS SOLD		
Residential or Domestic Sales	385,274,877	390,283,221
Commercial and Industrial Sales	385,559,590	406,838,882
Public Street and Highway Lighting	19,899,710	20,492,222
Other Sales to Public Authorities	23,913,957	26,160,460
Sales to Other Electric Utilities	-	-
Total KWH Sold	814,648,134	843,774,785
AVERAGE NUMBER OF CUSTOMERS		
Residential or Domestic	51,816	54,008
Commercial and Industrial	8,467	8,672
Public Street and Highway Lighting	108	108
Public Authorities	71	71
Other Electric Utilities	-	-
Total Customers	60,462	62,859
AVERAGE REVENUE PER KWH SOLD		
Residential or Domestic Sales	4.43¢	4.53¢
Commercial and Industrial Sales	4.35	4.37
Public Street and Highway Lighting*	3.27	3.36
Other Sales to Public Authorities	2.80	2.87
Sales to Other Electric Utilities	-	-
AVERAGE REVENUE PER CUSTOMER		
Residential or Domestic Sales	$ 329.54	$ 327.36
Commercial and Industrial Sales	1,979.28	2,049.11
Public Street and Highway Lighting*	6 028.69	6,367.20
Other Sales to Public Authorities	9,431.93	10 576.97
Sales to Other Electric Utilities	-	-

AVERAGE KWH SOLD PER CUSTOMER

Residential or Domestic Sales	7,435	7,226
Commercial and Industrial Sales	45,537	46,914
Public Street and Highway Lighting	184,257	189,743
Other Sales to Public Authorities	336,816	368,457
Sales to Other Electric Utilities	-	-

* Normally includes services in addition to electrical energy supplied.

ELECTRIC STATISTICS - NORTH DAKOTA
NORTHERN STATES POWER COMPANY
FOR THE YEARS 1979 AND 1980

OPERATING REVENUES	1979	1980
Residential or Domestic Sales	$ 19,196,219	$ 20,017,323
Commercial and Industrial Sales	21,818,074	23,283,925
Public Street and Highway Lighting*	810,059	858,052
Other Sales to Public Authorities	1,242,035	1,480,845
Sales to Other Electric Utilities	-	-
Other Electric Revenues	8,916,050	8,622,381
Total Operating Revenue	$ 51,982,437	$ 54,262,526
KILOWATT HOURS SOLD		
Residential or Domestic Sales	496,351,000	489,218,077
Commercial and Industrial Sales	598,844,873	602,952,476
Public Street and Highway Lighting	16,944,634	16,946,314
Other Sales to Public Authorities	51,685,599	53,359,921
Sales to Other Electric Utilities	-	-
Total KWH Sold	1,163,826,106	1,162,476,788
AVERAGE NUMBER OF CUSTOMERS		
Residential or Domestic	57,260	58,340
Commercial and Industrial	8,355	8,459
Public Street and Highway Lighting	232	238
Public Authorities	192	194
Other Electric Utilities	-	-
Total Customers	66,039	67,231
AVERAGE REVENUE PER KWH SOLD		
Residential or Domestic Sales	3.87¢	4.09¢
Commercial and Industrial Sales	3.64	3.86
Public Street and Highway Lighting*	4.78	5.06
Other Sales to Public Authorities	2.40	2.78
Sales to Other Electric Utilities	-	-
AVERAGE REVENUE PER CUSTOMER		
Residential or Domestic Sales	$ 335.25	$ 343.11
Commercial and Industrial Sales	2,611.38	2,752.56
Public Street and Highway Lighting*	3,491.63	3,605.26
Other Sales to Public Authorities	6,468.93	7,633.22
Sales to Other Electric Utilities	-	-

AVERAGE KWH SOLD PER CUSTOMER

Residential or Domestic Sales	8,668	8,386
Commercial and Industrial Sales	71,675	71,279
Public Street and Highway Lighting	73,037	71,203
Other Sales to Public Authorities	269,196	275,051
Sales to Other Electric Utilities	-	-

* Normally includes services in addition to electrical energy supplied.

ELECTRIC STATISTICS - NORTH DAKOTA
OTTER TAIL POWER COMPANY
FOR THE YEARS 1979 AND 1980

OPERATING REVENUES	1979	1980
Residential or Domestic Sales	$ 18,067,217	$ 18,493,355
Commercial and Industrial Sales	21,782,722	22,593,448
Public Street and Highway Lighting*	618,246	631,740
Other Sales to Public Authorities	306,326	325,696
Sales to Other Electric Utilities	4,955,165	4,248,737
Other Electric Revenues	1,655,244	832,899
Total Operating Revenues	$ 47,384,920	$ 47,125,875
KILOWATT HOURS SOLD		
Residential or Domestic Sales	433,137,128	416,456,590
Commercial and Industrial Sales	625,845,680	629 308,329
Public Street and Highway Lighting	14,022,913	14,191,239
Other Sales to Public Authorities	12,425,297	13,098,113
Sales to Other Electric Utilities	278,334,916	247,397,969
Total KWH Sold	1,363,765,934	1,320,452,240
AVERAGE NUMBER OF CUSTOMERS		
Residential or Domestic	43,093	43,253
Commercial and Industrial	11,247	11,230
Public Street and Highway Lighting	232	231
Public Authorities	285	288
Other Electric Utilities	9	10
Total Customers	54,866	55,012
AVERAGE REVENUE PER KWH SOLD		
Residential or Domestic Sales	4.17¢	4.44¢
Commercial and Industrial Sales	3.48	3.59
Public Street and Highway Lighting*	4.41	4.45
Other Sales to Public Authorities	2.47	2.49
Sales to Other Electric Utilities	1.78	1.72
AVERAGE REVENUE PER CUSTOMER		
Residential or Domestic Sales	$ 419.26	$ 427.56
Commercial and Industrial Sales	1,936.76	2,011.88
Public Street and Highway Lighting*	2,664.85	2,734.81
Other Sales to Public Authorities	1,074.83	1,130.89
Sales to Other Electric Utilities	550,573.89	424,873.70

AVERAGE KWH SOLD PER CUSTOMER

Residential or Domestic Sales	10,051	9,628
Commercial and Industrial Sales	55,646	56,038
Public Street and Highway Lighting	60,444	61,434
Other Sales to Public Authorities	43,598	45,480
Sales to Other Electric Utilities	30,926,102	24,739,797

* Normally includes services in addition to electrical energy supplied.

STATISTICS OF ELECTRIC DISTRIBUTION COOPERATIVE CORPORATIONS OPERATING IN NORTH DAKOTA
AS OF DECEMBER 31, 1979

NAME OF COOPERATIVE	Principal Office	Total Route Miles of Line	Number of Customers	Average No. of Customers Per Mile	KWH Sold 12-Month Period	Average Monthly KWH Per Customer
Baker Electric Cooperative, Inc.	Cando, ND	3,104	4,878	1.57	99,951,765	1,708
Burke-Divide Electric Cooperative, Inc.	Columbus, ND	1,961	1,990	1.01	41,573,553	1,741
Capital Electric Cooperative, Inc.	Bismarck, ND	1,997	5,032	2.52	86,589,152	1,434
Cass County Electric Cooperative, Inc.	Kindred, ND	5,053	9,763	1.93	255,071,075	2,177
Cavalier Rural Electric Cooperative, Inc.	Langdon, ND	1,600	1,748	1.09	43,409,182	2,069
Goldenwest Electric Cooperative, Inc.	Wibaux, MT	450	481	1.07	5,236,740	907
James Valley Electric Cooperative, Inc.	Edgeley, ND	2,828	3,451	1.22	65,934,372	1,592
KEM Electric Cooperative, Inc.	Linton, ND	2,999	3,316	1.11	46,364,620	1,165
Lower Yellowstone Rural Elec. Ass'n., Inc.	Sidney, MT	261	525	2.01	6,057,668	962
McKenzie Electric Cooperative, Inc.	Watford City, ND	2,333	2,890	1.24	93,052,006	2,683
McLean Electric Cooperative. Inc.	Garrison, ND	1,800	2,613	1.45	58.549.580	1,867
Mor-Gran-Sou Electric Cooperative, Inc.	Flasher, ND	3,592	893	1.36	80,257,038	1,367
Mountrail Electric Cooperative, Inc.	Stanley, ND	1,374	2,244	1.63	40,153,864	1,491
Nodak Rural Electric Cooperative, Inc.	Grand Forks, ND	5,911	10,679	1.81	378,185,841	2,951
North Central Electric Cooperative, Inc.	Bottineau, ND	2,842	5,382	1.89	97,239,027	1,505
Oliver-Mercer Electric Cooperative, Inc.	Hazen, ND	1,597	2,724	1.71	81,532,865	2,494
RSR Electric Cooperative, Inc.	Milnor, ND	2,057	2,583	1.26	86,873,111	2,803
Sheridan Electric Cooperative, Inc.	Medicine Lake, MT	225	273	1.21	5,402,403	1,649
Sheyenne Valley Electric Cooperative, Inc.	Finley, ND	2,203	2,647	1.20	68,889,852	2,169
Slope Electric Cooperative, Inc.	New England, ND	2,868	2,822	.98	50,737,420	1,498
Traverse Electric Cooperative, Inc.	Wheaton, MN	7.4	18	2.43	402,980	1,866
Tri-County Electric Cooperative, Inc.	Carrington, ND	3,542	5,025	1.41	86,579,143	1,436
Verendrye Electric Cooperative, Inc.	Velva, ND	4,108	6,707	1.63	189,096,842	2,349
West Plains Electric Cooperative, Inc.	Dickinson, ND	2,538	3,492	1.38	95,791,286	2,286
Williams Electric Cooperative, Inc.	Williston, ND	1,506	2,616	1.74	45,444,964	1,448
TOTAL		58,776.4	88,792	1.51	2,108,376,349	1,979

STATISTICS OF ELECTRIC DISTRIBUTION COOPERATIVE CORPORATIONS OPERATING IN NORTH DAKOTA
AS OF DECEMBER 31, 1980

NAME OF COOPERATIVE	Principal Office	Total Route Miles of Line	Number of Customers	Average No. of Customers Per Mile	KWH Sold 12-Month Period	Average Monthly KWH Per Customer
Baker Electric Cooperative, Inc.	Cando, ND	3,099	4,950	1.60	91,976,194	1,548
Burke-Divide Electric Cooperative Inc.	Columbus, ND	1,971	1,992	1.01	39,946,287	1,671
Capital Electric Cooperative, Inc.	Bismarck, ND	2,017	5,303	2.63	85,190,821	1,339
Cass County Electric Cooperative, Inc.	Kindred, ND	5,077	9,870	1.94	257,258,953	2,172
Cavalier Rural Electric Cooperative, Inc.	Langdon, ND	1,518	1,730	1.14	42,669,533	2,055
Goldenwest Electric Cooperative, Inc.	Wibaux, MT	456	490	1.07	4,930,095	838
James Valley Electric Cooperative, Inc.	Edgeley, ND	3,795	3,407	.90	65,184,474	1,594
KEM Electric Cooperative, Inc.	Linton, ND	3,026	3,331	1.10	45,680,996	1,143
Lower Yellowstone Rural Elec. Ass'n., Inc.	Sidney, MT	273	645	2.36	15,744,738	2,034
McKenzie Electric Cooperative, Inc.	Watford City, ND	2,541	3,233	1.27	116,184,091	2,995
McLean Electric Cooperative, Inc.	Garrison, ND	1,838	2,671	1.45	49,698,681	1,551
Mor-Gran-Sou Electric Cooperative, Inc.	Flasher, ND	3,591	4,948	1.38	76,462,303	1,288
Mountrail Electric Cooperative, Inc.	Stanley, ND	1,382	2,344	1.70	41,456,734	1,474
Nodak Rural Electric Cooperative, Inc.	Grand Forks, ND	5,997	10,659	1.78	375,767,708	2,938
North Central Electric Cooperative, Inc.	Bottineau, ND	2,900	5,468	1.89	98,469,005	1,501
Oliver-Mercer Electric Cooperative, Inc.	Hazen, ND	1,603	2,877	1.79	86,140,083	2,495
RSR Electric Cooperative, Inc.	Milnor, ND	2,074	2,572	1.24	84,182,543	2,728
Sheridan Electric Cooperative, Inc.	Medicine Lake, MT	227	274	1.21	4,651,765	1,415
Sheyenne Valley Electric Cooperative, Inc.	Finley, ND	2,201	2,674	1.21	68,543,872	2,136
Slope Electric Cooperative, Inc.	New England, ND	2,871	2,870	1.00	49,023,890	1,423
Traverse Electric Cooperative, Inc.	Wheaton, MN	7.4	18	2.43	326,590	1,512
Tri-County Electric Cooperative, Inc.	Carrington, ND	3,622	5,046	1.39	87,634,286	1,447
Verendrye Electric Cooperative, Inc.	Velva, ND	4,149	6,907	1.66	184,344,445	2,224
West Plains Electric Cooperative, Inc.	Dickinson, ND	2,538	3,492	1.38	95,791,286	2,286
Williams Electric Cooperative, Inc.	Williston, ND	1,659	3,063	1.85	50,668,429	1,379
TOTAL		60,432.4	90,834	1.50	2,117,927,802	1,943

NORTH DAKOTA ELECTRIC GENERATION STATISTICS
FOR THE YEARS 1979 AND 1980

	1979	1980
Generating Capability Within North Dakota (kw's)		
Montana-Dakota Utilities Co.	131,100	127,800
Northern States Power Company	-	-
Otter Tail Power Company	64,490	63,046
Cooperative Power Association	506,000	1,015,000
United Power Association	172,000	172,000
Basin Electric Power Co-Operative	686,000	697,000
Minnkota Power Co-Operative, Inc.	751,640	746,816
Municipal Systems	11,497	9,105
U.S. Bureau of Reclamation	400,000	400,000
TOTAL	2,722,727	3,230,767
Kilowatt Hours Generated Within North Dakota - Net		
Montana-Dakota Utilities Co.	554,769,534	589,907,931
Northern States Power Company	-	-
Otter Tail Power Company	7,634,238	1,447,350
Cooperative Power Association	1,171,796,000	3,132,890,000
United Power Association	879,989,600	1,078,385,600
Basin Electric Power Co-Operative	3,986,045,200	3,867,137,200
Minnkota Power Co-Operative, Inc.	4,974,082,886	4,385,168,178
Municipal Systems	26,788	7,385
U.S. Bureau of Reclamation	2,742,068,000	2,514,306,000
TOTAL	14,316,412,246	15,569,249,644
Electric Consumption Within North Dakota (kwh)		
On Investor-Owned Systems	3,063,905,258	3,079,305,844
On Rural Electric Co-op. Systems	2,108,043,349	2,117,927,802
On Municipal Systems	181,626,150	196,329,686
Estimated Line Loss (14%)	871,301,485	878,021,938
TOTAL	6,224,876,242	6,271,585,270

GAS OPERATIONS - NORTH DAKOTA
FOR THE YEARS 1979 AND 1980

YEAR 1979	Operating Revenues	Operating Expenses	Taxes	Net Operating Revenues	Cost of Plant in Service	M. CU. Ft. Sales
Great Plains Natural Gas Co.	$ 1,152,281	$ 986,281	$ 45,339	$ 120,661	$ 997,125	284,338
Montana-Dakota Utilities Co.	46,047,959	37,953,512	3,399,758	4,694,689	63,383,791	20,307,199
Northern States Power Company	20,311,830	18,067,768	1,312,460	931,602	18,695,018	5,306,101
Cenex	136,595	149,388	4,982	(17,775)	345,625	14,845
TOTAL	$ 67,648,665	$ 57,156,949	$ 4,762,539	$ 5,729,177	$ 83,421,559	25,912,483
YEAR 1980						
Great Plains Natural Gas Co.	$ 1,518,616	$ 1,364,112	$ 48,497	$ 106,007	$ 1,016,997	261,892
Montana-Dakota Utilities Co.	50,429,007	46,163,393	1,599,571	2,666,043	68,726,118	17,200,259
Northern States Power Company	26,707,343	25,846,000	1,112,742	(251,399)	18,972,021	4,815,633
Cenex	259,131	286,690	-	(27,559)	347,883	18,894
TOTAL	$ 78,914,097	$ 73,660,195	$ 2,760,810	$ 2,493,092	$ 89,063,019	22,296 678

NATURAL GAS STATISTICS - NORTH DAKOTA
MONTANA-DAKOTA UTILITIES CO.
FOR THE YEARS 1979 AND 1980

	1979	1980
OPERATING REVENUES		
Residential Sales	$ 23,141,470	$ 24,924,453
Commercial Sales	20,964,437	23,094,087
Industrial Sales	1,486,692	1,492,442
Inter-Departmental Sales	35,614	40,609
Other Gas Revenues	419,746	877,416
TOTAL	$ 46,047,959	$ 50,429,007
MCF SOLD		
Residential Sales	9,415,696	7,851,124
Commercial Sales	10,125,053	8,742,827
Industrial Sales	747,561	589,855
Inter-Departmental Sales	18,889	16,453
TOTAL	20,307,199	17,200,259
AVERAGE NUMBER OF CUSTOMERS		
Residential	53,195	56,301
Commercial	7,210	7,555
Industrial	6	5
Inter-Departmental	1	1
TOTAL	60,412	63,862
AVERAGE REVENUE PER MCF SOLD		
Residential Sales	$ 2.46	$ 3.17
Commercial Sales	2.07	2.64
Industrial Sales	1.99	2.53
Inter-Departmental Sales	1.89	2.47
AVERAGE REVENUE PER CUSTOMER		
Residential Sales	$ 435.03	$ 442.70
Commercial Sales	2,907.69	3,056.80
Industrial Sales	247,782.00	298,488.40
Inter-Departmental Sales	35,614.00	40,609.00
AVERAGE MCF SOLD PER CUSTOMER		
Residential	177.00	139.45
Commercial	1,404.30	1,157.22
Industrial	124,593.50	117,971.00
Inter-Departmental Sales	18,889.00	16,453.00
BTU PER CU. FT.	1,080	1,085

NATURAL GAS STATISTICS - NORTH DAKOTA
NORTHERN STATES POWER COMPANY
FOR THE YEARS 1979 AND 1980

OPERATING REVENUES	1979	1980
Residential Sales	$ 9,615,759	$ 11,513,602
Commercial and Industrial Sales	10,463,888	15,084,956
Other Gas Revenues	232,183	108,785
TOTAL	$ 20,311,830	$ 26,707,343
MCF SOLD		
Residential Sales	2,409,606	1,995,823
Commercial and Industrial Sales	2,896,495	2,819,810
TOTAL	5,306,101	4,815,633
AVERAGE NUMBER OF CUSTOMERS		
Residential	18,695	18,475
Commercial and Industrial	2,357	2,388
TOTAL	21,052	20,863
AVERAGE REVENUE PER MCF SOLD		
Residential Sales	$ 3.99	$ 5.77
Commercial and Industrial Sales	3.61	5.35
AVERAGE REVENUE PER CUSTOMER		
Residential Sales	$ 514.35	$ 623.20
Commercial and Industrial Sales	4,439.49	6,316.98
AVERAGE MCF SOLD PER CUSTOMER		
Residential	128.89	108.03
Commercial and Industrial	1,228.89	1,180.83
B.T.U. PER CU. FT.	995	987

NATURAL GAS STATISTICS - NORTH DAKOTA
GREAT PLAINS NATURAL GAS CO.
FOR THE YEARS 1979 AND 1980

OPERATING REVENUES	1979	1980
Residential Sales	$ 587,388	$ 709,271
Commercial Sales	560,643	804,767
Other Sales to Public Authorities	-	-
Other Gas Revenues	4,250	4,578
TOTAL	$ 1,152,281	$ 1,518,616
MCF SOLD		
Residential Sales	135,683	117,426
Commercial Sales	148,655	144,466
Other Sales to Public Authorities	-	-
TOTAL	284,338	261,892
AVERAGE NUMBER OF CUSTOMERS		
Residential	1,029	1,037
Commercial	176	180
Public Authorities	-	-
TOTAL	1,205	1,217
AVERAGE REVENUE PER MCF SOLD		
Residential Sales	$ 4.33	$ 6.04
Commercial Sales	3.77	5.57
Other Sales to Public Authorities	-	-
AVERAGE REVENUE PER CUSTOMER		
Residential Sales	$ 570.83	$ 683.96
Commercial Sales	3,185.47	4,470.93
Other Sales to Public Authorities	-	-
AVERAGE MCF SOLD PER CUSTOMER		
Residential	131.86	113.24
Commercial	844.63	802.59
Public Authorities	-	-
B.T.U. PER CU. FT	1,018	1,008

LIQUEFIED PETROLEUM GAS STATISTICS - NORTH DAKOTA
CENEX
FOR THE YEARS 1979 AND 1980

	1979	1980
OPERATING REVENUES		
Residential Sales	$ 96,890	$ 250,000
Commercial Sales	39,705	9,131
TOTAL	$ 136,595	$ 259,131
MCF SOLD		
Residential Sales	10,530	18,225
Commercial Sales	4,315	669
TOTAL	14,845	18,894
AVERAGE NUMBER OF CUSTOMERS		
Residential	412	435
Commercial	16	18
TOTAL	428	453
AVERAGE REVENUE PER MCF SOLD		
Residential Sales	$ 9.20	$ 13.72
Commercial Sales	9.20	13.65
AVERAGE REVENUE PER CUSTOMER		
Residential Sales	$ 235.17	$ 574.71
Commercial Sales	2,481.56	507.28
AVERAGE MCF PER CUSTOMER		
Residential Sales	25.56	41.90
Commercial Sales	269.69	37.17
B.T.U. PER CU. FT.	2,522	2,544

TELEPHONE STATISTICS - CLASS "A" AND "B" COMPANIES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1979

	Griggs County Tele. Co.	Inter-Community Telephone Company**	Midstate Telephone Company	Moore & Liberty Tele. Co.	North Dakota Telephone Company	Northern States Power Co.	Northwestern Bell Tele. Company
REVENUES							
Local Service Revenues	$ 144,130	$ 275,350	$ 183,135	$ 67,937	$ 1,437,551	$ 3.156,594	$ 48,099,781
Toll Service Revenues	234,089	217,947	372,492	100,889	2,144,789	3,005,701	79,177,406
Misc. Operating Revenues	20,388	20,688	14,300	7,716	180,517	490,729	5,372,389
Uncollectibles	-	-	(4,000)	-	(8,114)	-	(1,055 947)
Total Operating Revenues	$ 398,607	$ 513.985	$ 565,927	$ 176,542	$ 3,754,743	$ 6,653,024	$ 131,593,629
EXPENSES							
Operating Expenses	$ 190,903	$ 219,910	$ 364,837	$ 87 869	$ 1.716,722	$ 2,491 191	$ 62,471,770
Depreciation	53,357	143,659	83,676	27,904	629,162	1,432,398	19,020 402
Taxes	41,714	44,159	46,311	19 666	612,247	1,385,221	22,854,550
Total Operating Expenses	$ 285,974	$ 407,728	$ 494,824	$ 135,439	$ 2,958,131	$ 5,308,810	$ 104.346,722
NET OPERATING INCOME	$ 112,633	$ 106,257	$ 71,103	$ 41,103	$ 796,612	$ 1,344,214	$ 27,246,907
PLANT-IN-SERVICE (AT COST)	$1,126,342	$ 3,091,371	$ 1,619,069	$ 658,127	$ 13,340,390	$23,072,306	$ 370,578,967
SELECTED ITEMS							
Telephones Owned	1,974	1,765	2,203	1,044	15,271	34,208	419,597*
Number of Exchanges	3	5	3	1	15	1	104
SELECTED AVERAGES							
Revenue Per Telephone	$ 201.93	$ 291.21	$ 256.89	$ 169.10	$ 245.87	$ 194.49	$ 313.62
Expense Per Telephone	144.87	231.01	224.61	129.73	193.71	155.19	248.68
Taxes Per Telephone	21.13	25.02	21.02	18.84	40.09	40.49	54.47
Plant-In-Service Per Telephone	570.59	1,751.49	734.94	630.39	873 58	674.47	883.18

( ) Indicates Negative Amount
* Includes 43,661 phones located in Minnesota but maintained out of North Dakota exchanges.
** Excludes autovon operations.

TELEPHONE STATISTICS - CLASS "A" AND "B" COMPANIES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1980

	Griggs County Tele. Co.	Inter-Community Telephone Company**	Midstate Telephone Company	Moore & Liberty Tele. Co.	North Dakota Telephone Company	Northern States Power Co.	Northwestern Bell Tele. Company
REVENUES							
Local Service Revenues	$ 159,091	$ 273,447	$ 214,099	$ 61,026	$ 1,550,847	$ 3,351,792	$ 54,705,879
Toll Service Revenues	246,326	223,850	512,565	110,147	2,639,378	3,265,285	88,845,294
Misc. Operating Revenues	32,470	22,463	13,543	8,932	180,721	557,086	6,781,049
Uncollectibles	-	-	(5,000)	-	9,744	-	(1,112,539
Total Operating Revenues	$ 437,887	$ 519,760	$ 735,207	$ 180,105	$ 4,361,202	$ 7,174,163	$ 149,219,683
EXPENSES							
Operating Expenses	$ 223,008	$ 268,479	$ 405,649	$ 92,122	$ 1,872,097	$ 2,810,276	$ 70,493,659
Depreciation	59,529	150,476	105,801	29,257	704,442	1,506,750	24,423,398
Taxes	38,728	23,455	85,876	21,574	681,701	1,237,098	23,685,940
Total Operating Expenses	$ 321,265	$ 442,410	$ 597,326	$ 142,953	$ 3,258,240	$ 5,554,124	$ 118,602,997
NET OPERATING INCOME	$ 116,622	$ 77,350	$ 137,881	$ 37,152	$ 1,102,962	$ 1,620,039	$ 30,616,686
PLANT-IN-SERVICE (AT COST)	$ 1,245,498	$ 3,156,909	$ 1,998,077	$ 690,900	$ 15,054,962	$ 24,049,353	$ 417,669,797
SELECTED ITEMS							
Telephones Owned	1,769	1,805	2,357	1,043	15,858	35,610	432,752
Number of Exchanges	3	5	3	3	15	1	104
SELECTED AVERAGES							
Revenue Per Telephone	$ 247.53	$ 287.96	$ 311.92	$ 172.68	$ 275.02	$ 201.46	$ 344.82
Expense Per Telephone	181.61	245.10	253.43	137.06	205.46	155.97	274.07
Taxes Per Telephone	21.89	12.99	36.43	20.68	42.99	34.74	54.73
Plant-In-Service Per Telephone	704.07	1,748.98	847.72	662.42	949.36	675.35	965.15

( ) Indicates Negative Amount
* Includes 44,519 phones located in Minnesota but maintained out of North Dakota exchanges.
** Excludes autovon operations.

TELEPHONE STATISTICS - REA FINANCED RURAL TELEPHONE COOPERATIVES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1979

	BEK Tele. Mutual Aid Corporation	Consolidated Telephone Co-Operative	Dakota Central Rural Tele. Co-op Ass'n.	Dickey Rural Tele. Mutual Aid Corporation	Northwest Mutual Aid Tele. Corp.	Polar Com. Mutual Aid Corp.
REVENUES						
Local Service Revenues	$ 485,265	$ 650,510	$ 469,204	$ 440,657	$ 403,575	$ 1,795,090
Toll Service Revenues	542,688	1,037,169	363,187	502,847	758,039	1,283,294
Misc. Operating Revenues	46,815	19,687	37,045	30,894	42,927	94,307
Less: Uncollectibles	4,000	2,866	1,200	2,006	3,665	3,711
Total Operating Revenues	$ 1,070,768	$ 1,704,500	$ 868,236	$ 972,392	$ 1,200,876	$ 3,168,980
EXPENSES						
Operating Expenses	$ 487,300	$ 830,912	$ 426,742	$ 449,726	$ 559 962	$ 1,706,811
Depreciation	365,056	514,299	257,166	395,269	366,140	847,510
Taxes	24,425	31,012	21,322	22,460	27,915	132,177
Total Operating Expenses	$ 876,781	$ 1,376,223	$ 705,230	$ 867,455	$ 954 017	$ 2,686,498
NET OPERATING INCOME	$ 193,987	$ 328,277	$ 163,006	$ 104,937	$ 246,859	$ 482,482
GROSS PLANT-IN-SERVICE	$ 8,357,690	$ 9,963,691	$ 5,551,820	$ 6,062,358	$ 6,257,604	$16,306,859
SELECTED ITEMS						
Number of Exchanges	12	13	8	16	13	21
Number of Telephones	5,381	5,529	3,753	4,516	5,279	13,851
% of Company's Total Telephones Located in North Dakota*	100.00	95.54	100.00	98.41	100.00	98.69
SELECTED AVERAGES						
Revenues Per Telephone	$ 198.99	$ 308.28	$ 231.34	$ 215.32	$ 227.48	$ 228.79
Expenses Per Telephone	162.94	248.91	187.91	192.08	180.72	193.96
Plant-in-Service Per Telephone	1,553.19	1,802.08	1,479.30	1,342.42	1 185.38	1,177.31

* Where companies had operations in other states, this percentage was used to allocate portions of the revenues, expenses and plant-in-service to North Dakota operations.

TELEPHONE STATISTICS - REA FINANCED RURAL TELEPHONE COOPERATIVES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1979

	Red River Rural Tele. Association	Reservation Telephone Co-Operative	Souris River Tele. Mutual Aid Corp.***	United Tele. Mutual Aid Corporation	West River Mutual Aid Tele. Corp.	Others: Minor Operations In North Dakota**
REVENUES						
Local Service Revenues	$ 88,951	$ 512,832	$ 1,283,667	$ 528,069	$ 884,407	$ 64,222
Toll Service Revenues	116,284	1,129,758	2,255,710	723,184	1,534,954	180,962
Misc. Operating Revenues	24,411	57,408	213,937	47,992	72,765	3,883
Less: Uncollectibles	888	9,730	16,053	4,000	23,280	853
Total Operating Revenues	$ 228,758	$ 1,690,268	$ 3,737,261	$ 1,295,245	$ 2,468,846	$ 248,214
EXPENSES						
Operating Expenses	$ 116,610	$ 684,451	$ 1,865,870	$ 434,222	$ 1,064,359	$ 107 511
Depreciation	64,224	493,285	1,023,348	370,519	712 846	71,886
Taxes	10,599	23,667	117,859	36,818	89,166	10,390
Total Operating Expenses	$ 191,433	$ 1,201,403	$ 3,007,077	$ 841,559	$ 1,866,371	$ 189,787
NET OPERATING INCOME	$ 37,325	$ 488,865	$ 730,184	$ 453,686	$ 602,475	$ 58,427
GROSS PLANT-IN-SERVICE	$ 1,473,984	$ 9,485,792	$ 17,856,443	$ 8,180,387	$11,879,189	$ 1,358,467
SELECTED ITEMS						
Number of Exchanges	4	15	23	7	14	2
Number of Telephones	1,548	6,505	12,490	7,025	11,419	692
% of Company's Total Telephones Located in North Dakota*	50.26	99.45	100.00	100.00	92.38	4.36
SELECTED AVERAGES						
Revenues Per Telephone	$ 147.78	$ 259.84	$ 299.22	$ 184.38	$ 216.21	$ 358.69
Expenses Per Telephone	123.66	184.69	240.76	119.79	163.44	274.26
Plant-in-Service Per Telephone	952.19	1,458.23	1,429.66	1,164.47	1,040.30	1,963.10

* Where companies had operations in other states, this percentage was used to allocate portions of the revenues, expenses and plant-in-service to North Dakota operations.

** Includes Halstad Telephone Company, Mid-Rivers Telephone Cooperative, Inc. and Nemont Telephone Cooperative, Inc. and Roberts County Telephone Cooperative.

*** Excludes military operations at Minot Air Force Base

TELEPHONE STATISTICS - REA FINANCED RURAL TELEPHONE COOPERATIVES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1980

	BEK Tele. Mutual Aid Corporation	Consolidated Telephone Co-Operative	Dakota Central Rural Tele. Co-op Ass'n.	Dickey Rural Tele. Mutual Aid Corporation	Northwest Mutual Aid Tele. Corp	Polar Comm. Mutual Aid Corporation
REVENUES						
Local Service Revenues	$ 573,646	$ 706,017	$ 478,432	$ 447,972	$ 426,601	$ 1,803,781
Toll Service Revenues	610,971	1,399,633	505,812	519,537	966,785	1,506,914
Misc. Operating Revenues	45,092	17,475	39,737	13,291	43,964	96,314
Less: Uncollectibles	4,000	-	500	2,369	3,929	3,809
Total Operating Revenues	$ 1,225,709	$ 2,123,125	$ 1,023,481	$ 978,431	$ 1 433,421	$ 3,403,200
EXPENSES						
Operating Expenses	$ 547,256	$ 951,953	$ 542,453	$ 539,964	$ 598 398	$ 1,718,331
Depreciation	431,013	606,991	325,197	422,699	379,051	840,745
Taxes	27,683	38,268	15,012	26,216	29,238	139,937
Total Operating Expenses	$ 1,005,952	$ 1,597,212	$ 882,662	$ 988,879	$ 1,006,687	$ 2,699,013
NET OPERATING INCOME	$ 219,757	$ 525,913	$ 140,819	$ (10,448)	$ 426 734	$ 704,187
GROSS PLANT-IN-SERVICE	$ 8,811,773	$ 10,707,560	$ 5,854,462	$ 7,309,760	$ 6,504,115	$ 16,712,770
SELECTED ITEMS						
Number of Exchanges	12	13	8	16	13	21
Number of Telephones	5,469	5,936	3,826	4,643	5,589	14,486
% of Company's Total Telephones Located in North Dakota*	100.00	95.57	100.00	98.72	100.00	98.76
SELECTED AVERAGES						
Revenues Per Telephone	$ 224.12	$ 357.67	$ 267.51	$ 210.73	$ 256.47	$ 234.93
Expenses Per Telephone	183,94	269.07	230.70	212.98	180.12	186.32
Plant-in-Service Per Telephone	1,611.22	1,803.83	1,530.18	1,574.36	1 163.74	1 153.72

* Where companies had operations in other states, this percentage was used to allocate portions of the revenues, expenses and plant-in-service to North Dakota operations.

TELEPHONE STATISTICS - REA FINANCED RURAL TELEPHONE COOPERATIVES
NORTH DAKOTA OPERATIONS ONLY FOR THE YEAR 1980

	Red River Rural Tele. Association	Reservation Telephone Co-Operative	Souris River Tele. Mutual Aid Corp.***	United Tele. Mutual Aid Corporation	West River Mutual Aid Tele. Corp.	Others: Minor Operations In North Dakota**
REVENUES						
Local Service Revenues	$ 89,995	$ 530,783	$ 1,327,600	$ 542,621	$ 945,914	$ 54,674
Toll Service Revenues	122,908	1,048,097	2,794,066	748,004	1,787,540	153,298
Misc. Operating Revenues	31,695	64,089	221,033	48,230	92,283	2,677
Less: Uncollectibles	1,587	7,250	16,881	4,000	26,703	492
Total Operating Revenues	$ 243,011	$ 1,635,719	$ 4,325,818	$ 1,334,855	$ 2,799,034	$ 210,157
EXPENSES						
Operating Expenses	$ 129,008	$ 843,016	$ 2,173,503	$ 511,413	$ 1,216,634	$ 92,332
Depreciation	72,470	580,263	1,071,137	375,681	816,987	66,272
Taxes	11,500	28,808	147,935	40,995	101,894	7,498
Total Operating Expenses	$ 212,978	$ 1,452,087	$ 3,392,575	$ 928,089	$ 2,135,515	$ 166,102
NET OPERATING INCOME	$ 30,033	$ 183,632	$ 933,243	$ 406,766	$ 663,519	$ 44,055
GROSS PLANT-IN-SERVICE	$ 1,580,182	$ 9,727,583	$ 19,256,947	$ 8,308,491	$12,958,393	$ 1,221,572
SELECTED ITEMS						
Number of Exchanges	4	15	23	7	14	2
Number of Telephones	1,615	6,762	12,718	7,235	12,295	608
% of Company's Total Telephones Located in North Dakota*	50.16	99.47	100.00	100.00	92.72	3.36
SELECTED AVERAGES						
Revenues Per Telephone	$ 150.47	$ 241.90	$ 340.13	$ 184.50	$ 227.66	$ 345.65
Expenses Per Telephone	131.87	214.74	266.75	128.28	173.69	273.19
Plant-in-Service Per Telephone	978.44	1,438.57	1,514.15	1,148.37	1,053.96	2,009.16

* Where companies had operations in other states, this percentage was used to allocate portions of the revenues, expenses and plant-in-service to North Dakota operations.

** Includes Halstad Telephone Company, Mid-Rivers Telephone Cooperative, Inc. and Nemont Telephone Cooperative, Inc. and Roberts County Telephone Cooperative.

*** Excludes military operations at Minot Air Force Base.

TELEPHONE STATISTICS - CLASS "C" AND "D" COMPANIES

NORTH DAKOTA FOR THE YEARS 1979 AND 1980

	1979	1980
Number of Companies Reporting	5	5
Number of Telephones in Use	1,296	1,339
Total Operating Revenues	$ 265,594	$ 262,471
Total Operating Expenses	231,815	237,874
Average Revenue Per Telephone	204.93	196.02
Average Expense Per Telephone	178.87	177.65

NOTE: Class "C" and "D" Companies are Small Exchange Companies

MOTOR TRANSPORTATION COMPANIES
INTRODUCTORY STATEMENT

Motor Transportation Companies engaged in the transportation of property and passengers in North Dakota have been included in this report and have been segregated into the same classes as established by State Law, as follows:

1. Class "A" Common Motor Carriers - Those common carriers by motor operating between fixed termini, over fixed routes on scheduled time.
2. Special Common Motor Carriers - Those common carriers by motor operating over irregular routes, not on scheduled time, at the will and command of the shipper.
3. Contract Motor Carriers - Any person engaged in the transportation of property by motor vehicle for hire, and not otherwise classified as a common carrier as defined above. His services must not be used by more than three consignors.

The figures shown in this report are based on and constitute an abstract of those shown in the Carrier's certified annual reports to the Commission. In each instance, they relate to and include returns only for North Dakota operations. Where total interstate and intrastate operation are reported as a single item by the Carrier, North Dakota operations have been segregated on an appropriate basis.

CLASS "A" MOTOR CARRIERS OF PROPERTY
CONSOLIDATED STATISTICS OF NORTH DAKOTA OPERATIONS FOR ALL REPORTING CARRIERS

	1979	1980	1979	1980
	Income Statements		Average Per Veh. Mile (Cents)	
OPERATING REVENUE				
Freight Revenue	$17,210,459	$20,207,929	216.13	248.27
Other Operating Revenue	86,395	158,698	1.08	1.95
TOTAL	$17,296,854	$20,366,627	217.21	250.22
EXPENSES				
Operating Expenses	$15,604,200	$17,941,913	195.95	220.43
Depreciation	630,463	738,742	7.92	9.08
Taxes, Licenses (Including Income Tax)	674,429	779,370	8.47	9.57
TOTAL	$16,909,092	$19,460,025	212.34	239.08
Net Operating Income	$ 387,762	$ 906,602	4.87	11.14
Investment In Operating Property				
Total Book Cost	$ 7,768,668	$ 8,608,723		
Accumulated Depreciation	3,464,075	4,284,538		
Net Book Cost	$ 4,304,593	$ 4,324,185		
Operating Statistics				
Number of Carriers Reporting	14	14		
Vehicle Miles Operated	7,963,175	8,139,371		
Operating Ratio	97.8%	95.6%		
Average Revenue Per Ton	$73.21	$90.15		

	Commodity Statistics			
	Revenue		Tons	
	1979	1980	1979	1980
Merchandise	$17,075,489	$20,001,901	227,642	211,256
Furniture and Household Goods	4,080	8,477	30	55
Other Commodities	130,890	197,551	7,418	12,850
TOTAL	$17,210,459	$20,207,929	235,090	224,161

CLASS "A" MOTOR CARRIERS OF PASSENGERS
CONSOLIDATED STATISTICS OF NORTH DAKOTA OPERATIONS FOR ALL REPORTING CARRIERS

ACCOUNT OR ITEM	1979	1980
	Income Statement	
OPERATING REVENUE		
Passenger Revenue	$ 2,759,325	$ 3,577,510
Other Operating Revenue	870,030	850,665
Total Operating Revenues	$ 3,629,355	$ 4,428,175
EXPENSES		
Operating Expenses	$ 3,035,522	$ 3,650,709
Depreciation	143,095	175,401
Taxes, Licenses (Including Income Tax)	227,316	266,397
Operating Rents	64,511	100,116
Total Expenses	$ 3,470,444	$ 4,192,623
Net Operating Income	$ 158,911	$ 235,552
	INVESTMENT IN OPERATING PROPERTY	
Total Book Cost	$ 2,234,830	$ 2,589,147
Accumulated Depreciation	930,692	1,087,458
Net Book Cost	$ 1,304,138	$ 1,501,689
	OPERATING STATISTICS	
Bus Miles Operated	2,705,913	2,949,724
Passengers Carried	289,373	330,685
Number of Carriers Reporting	11	11
	AVERAGES	
Passenger Revenue Per Bus Mile	102.0¢	121.3¢
Total Operating Revenue Per Bus Mile	134.1	150.1
Total Expenses Per Bus Mile	128.3	142.1
Taxes & Licenses Per Bus Mile	8.4	9.0
Operating Ratio (Expenses to Revenues)	95.6%	94.7

NOTE: Approximately 63% of the vehicle miles travelled is that of one major operator who is principally an interstate through-haul carrier whose operations have been allocated to North Dakota on a mileage basis.

SPECIAL MOTOR CARRIERS OF PROPERTY
CONSOLIDATED STATISTICS OF NORTH DAKOTA OPERATIONS FOR ALL REPORTING CARRIERS

ACCOUNT OR ITEM	1979	1980
	Income Statement	
REVENUES		
Freight Revenue	$ 10,154,876	$ 13,523,856
Other Operating Revenue	1,155,763	2,659,312
Total Operating Revenues	$ 11,310,639	$ 16,183,168
EXPENSES		
Operating Expenses	$ 9,289,464	$ 13,980,969
Depreciation	673,192	787,082
Taxes, Licenses (Including Income Tax)	510,926	633,619
Total Expenses	$ 10,473,582	$ 15,401,670
Net Operating Income	$ 837,057	$ 781,498
	INVESTMENT IN OPERATING PROPERTY	
Total Book Cost	$ 6,252,853	$ 8,407,298
Accumulated Depreciation	2,823,418	3,678,149
Net Book Cost	$ 3,429,435	$ 4,729,149
	OPERATING STATISTICS	
Vehicle Miles Operated	10,734,335	12,229,809
Revenue Tons Carried	752,736	647,471
Number of Carriers	116	117
	AVERAGES	
Freight Revenue Per Vehicle Mile	94.6¢	110.6¢
Total Operating Revenues Per Vehicle Mile	105.4	132.3
Total Expenses Per Vehicle Mile	97.6	125.9
Taxes and Licenses Per vehicle Mile	4.8	5.2
Operation Ratio (Expenses to Revenues)	92.6	95.2

REVENUE AND WEIGHT BY COMMODITIES
FOR SPECIAL MOTOR CARRIERS OPERATING IN NORTH DAKOTA
FOR THE YEARS 1979 AND 1980

1979

COMMODITY	Revenue Received	Per Cent of Total	Tons Carried	Per Cent of Total	Average Revenue Per Ton
Merchandise	$ 2,224,873	21.91%	34,507	4.58%	$ 64.48
Furniture & Household Goods	883,974	8.70	4,838	.64	182.71
Livestock	878,454	8.65	52,508	6.98	16.73
Heavy Set-Up Machinery	1,170,026	11.52	36,209	4.81	32.31
Petroleum Products	1,050,841	10.35	263,903	35.06	3.98
Grain	1,474,610	14.52	121,570	16.15	12.13
Cement	45,667	.45	2,844	.38	16.06
Salt	159,451	1.57	3,439	.46	46.37
Dairy Products	279,871	2.76	37,617	5.00	7.44
Fertilizer	96,173	.95	5,551	.74	17.33
Feed	72,246	.71	3,847	.51	18.78
Building Materials & Lumber	340,878	3.36	20,964	2.78	16.26
Frozen & Processed Food	328,412	3.23	7,944	1.06	41.34
Minerals	107,915	1.06	18,257	2.42	5.91
Other Commodities	1,041,485	10.26	138,738	18.43	7.51
TOTAL	$10,154,876	100.00%	752,736	100.00%	13.49

1980

COMMODITY	Revenue Received	Per Cent of Total	Tons Carried	Per Cent of Total	Average Revenue Per Ton
Merchandise	$ 5,219,847	38.60%	65,742	10.15%	$ 79.40
Furniture & Household Goods	994,713	7.36	4,803	.74	207.10
Livestock	1,114,518	8.24	59,610	9.21	18.70
Heavy Set-Up Machinery	751,706	5.56	48,116	7.43	15.62
Petroleum Products	800,214	5.92	134,843	20.83	5.93
Grain	1,502,385	11.11	119,991	18.53	12.52
Cement	19,228	.14	2,033	.31	9.46
Salt	440,917	3.26	9,509	1.47	46.37
Dairy Products	347,738	2.57	44,543	6.88	7.81
Fertilizer	163,816	1.21	9,319	1.44	17.58
Feed	70,952	.52	4,504	.70	15.75
Bldg. Materials & Lumber	470,525	3.48	21,573	3.33	21.81
Frozen & Processed Food	320,317	2.37	7,875	1.22	40.68
Minerals	317,814	2.35	30,131	4.65	10.55
Other Commodities	989,166	7.31	84,879	13.11	11.65
TOTAL	$13,523,856	100.00%	647,471	100.00%	20.89

CONTRACT MOTOR CARRIERS OF PROPERTY
CONSOLIDATED STATISTICS OF NORTH DAKOTA OPERATIONS FOR ALL REPORTING CARRIERS

ACCOUNT OR ITEM	1979	1980
	Income Statement	
REVENUES		
Freight Revenue	$ 6,300,850	$ 5,836,369
Other Operating Revenue	86,157	400,180
Total Operating Revenues	$ 6,387,007	$ 6,236,549
EXPENSES		
Operating Expenses	$ 5,020,467	$ 4,909,593
Depreciation	330,371	449,496
Taxes, Licenses (Including Income Tax)	315,210	354,161
Total Expenses	$ 5,666,048	$ 5,713,250
Net Operating Income	$ 720,959	$ 523,299
	INVESTMENT IN OPERATING PROPERTY	
Total Book Cost	$,3,055,942	$ 2,939,713
Accumulated Depreciation	1,246,834	1,424,351
Net Book Cost	$ 1,809,108	$ 1,515,362
	OPERATING STATISTICS	
Vehicle Miles Operated	6,528,927	5,874,459
Revenue Tons Carried	1,393,847	1,184,470
Number of Carriers	22	19
	AVERAGES	
Total Operating Revenues Per Vehicle Mile	97.8¢	106.2¢
Total Expenses Per Vehicle Mile	86.8	97.3
Taxes & Licenses Per Vehicle Mile	4.8	6.0
Operating Ratio (Expenses to Revenues)	88.7%	91.6%

REVENUE AND WEIGHT BY COMMODITIES
FOR CONTRACT MOTOR CARRIERS OPERATING IN NORTH DAKOTA
FOR THE YEARS 1979 AND 1980

1979

COMMODITY	Revenue Received	Per Cent of Total	Tons Carried	Per Cent of Total	Average Revenue Per Ton
Merchandise	$ 137,924	2.19%	6,826	.49%	$ 20.21
Dairy Products	-		-		
Furniture & Household Goods	2,895	.05	14		206.79
Grain	230,255	3.65	16,211	1.16	14.20
Concrete Products	104,313	1.65	18,372	1.32	5.68
Petroleum Products	2,208,938	35.06	270,520	19.41	8.17
Other Commodities	3,616,525	57.40	1,081,904	77.62	3.34
TOTAL	$ 6,300,850	100.00	1,393,847	100.00	4.52

1980

COMMODITY	Revenue Received	Per Cent of Total	Tons Carried	Per Cent of Total	Average Revenue Per Ton
Merchandise	$ 167,884	2.88%	10,990	.93%	$ 15.28
Dairy Products	-		-		
Furniture & Household Goods	68,740	1.18	1,375	.12	49.99
Grain	224,510	3.85	14,449	1.22	15.54
Concrete Products	107,099	1.83	10,446	.88	10.25
Petroleum Products	1,616,094	27.69	202,444	17.09	7.98
Other Commodities	3,652,042	62.57	944,766	79.76	3.87
TOTAL	$ 5,836,369	100.00	1,184,470	100.00	4.93

SPECIAL PETROLEUM CARRIERS
CONSOLIDATED STATISTICS OF NORTH DAKOTA OPERATIONS FOR ALL REPORTING CARRIERS

ACCOUNT OR ITEM	1979	1980
	Income Statement	
REVENUES		
Freight Revenue	$10,933,588	$10,663,133
Other Operating Revenue	839,750	690,996
Total Operating Revenues	$11,773,338	$11,354,129
EXPENSES		
Operating Expenses	$ 8,858,205	$ 8,508,795
Purchased Transportation	1,584,187	1,791,634
Depreciation	296,387	270,821
Taxes, Licenses (Including Income Tax)	531,585	458,717
Operating Rents	88,793	134,573
Total Expenses	$11,359,157	$11,164,538
Net Operating Income	$ 414,181	$ 189,591
	INVESTMENT IN OPERATING PROPERTY	
Total Book Cost	$ 4,140,355	$ 4,180,596
Accumulated Depreciation	2,732,168	2,783,079
Net Book Cost	$ 1,408,187	$ 1,397,517
	OPERATING STATISTICS	
Vehicle Miles Operated	9,749,901	7,974,522
Revenue Tons Carried	1,239,090	1,069,471
Number of Carriers Included	5	6
	AVERAGES	
Total Operating Revenues Per Vehicle Mile	120.8¢	142.4¢
Total Expenses Per Vehicle Mile	116.5	140.0
Purchased Transportation Per Vehicle Mile	16.2	22.5
Depreciation Per Vehicle Mile	3.0	3.4
Taxes & Licenses Per Vehicle Mile	5.5	5.8
Operating Ratio (Expenses to Revenues)	96.5%	98.3%

BALANCE SHEETS - ENTIRE SYSTEM
RAILROADS OPERATING IN NORTH DAKOTA
AS OF DECEMBER 31, 1979
(000 Omitted)

	Burlington Northern Inc.	Soo Line Railroad	Milwaukee Railroad	Chicago & Northwestern Railway
ASSETS				
Current Assets	$ 671,181	$129,295	$142,611	$159,492
Special Funds	35,944	1,621	12,272	7,446
Investments	309,609	7,241	115,913	3,682
Properties:				
Transportation Property - Net	2,941,813	306,159	531,314	390,463
Misc. Physical Property - Net	107,949	1,032	5,035	5,158
Other Assets and Deferred Charges	25,371	1,348	12,475	11,740
Total Assets	$4,091,867	$446,696	$819,620	$577,981
LIABILITIES				
Current Liabilities	$ 517,020	$ 66,743	$154,592	$170,678
Long-Term Debt Due Within One Year	61,211	9,160	10,497	35,873
Long-Term Debt Due After One Year	1,014,784	123,516	184,130	308,290
Reserves	191,720	50,055	34,599	349
Other Liabilities & Deferred Credits	151,393	3,520	334,454	31,541
Shareholder's Equity:				
Capital Stock	737,166	93,173	278,984	79,045
Capital Surplus				
Retained Income	1,418,573	100,529	(177,636)	(47,795)
Total Liabilities & Shareholder's Equity	$4,091,867	$446,696	$819,620	$577,981

BALANCE SHEETS - ENTIRE SYSTEM
RAILROADS OPERATING IN NORTH DAKOTA
AS OF DECEMBER 31, 1980
(000 Omitted)

	Burlington Northern Inc.	Soo Line Railroad	Milwaukee Railroad	Chicago & Northwestern Railway
ASSETS				
Current Assets	$ 1,066,233	$ 132,826	$164,751	$ 215,768
Special Funds	22,681	1,988	70,912	8,365
Investments	377,027	7,682	132,279	4,004
Properties:				
Transportation Property - Net	3,455,154	339,397	341,849	403,528
Misc. Physical Property - Net	122,985	978	22,081	7,529
Other Assets and Deferred Charges	48,489	1,566	58,605	19,629
Total Assets	$ 5,092,569	$ 484,437	$790,477	$ 658,823
LIABILITIES				
Current Liabilities	$ 712,022	$ 70,380	$162,519	$ 197,228
Long-Term Debt Due Within One Year	76,296	10,180	9,872	36,567
Long-Term Debt Due After One Year	1,333,304	130,144	318,796	317,229
Reserves	243,223	56,355	35,239	412
Other Liabilities & Deferred Credits	180,961	5,582	368,283	40,136
Shareholder's Equity:				
Capital Stock	948,012	93,173	278,984	117,477
Capital Surplus				
Retained Income	1,598,751	118,623	(383,216)	(50,226)
Total Liabilities & Shareholder's Equity	$ 5,092,569	$ 484,437	$ 790,477	$ 658,823

INCOME STATEMENTS - SYSTEM
RAILROADS OPERATING IN NORTH DAKOTA
FOR THE YEARS 1979 AND 1980 - (000 Omitted)

	Burlington Northern Inc.	Soo Line Railroad	Milwaukee Railroad	Chicago & Northwestern Railway
YEAR 1979				
Railway Operating Revenues	$ 2,446,402	$ 290,511	$ 455,446	$ 747,442
Railway Operating Expenses	2,128,476	211,990	532,797	708,624
Net Revenue From Railway Operations	$ 317,926	$ 78,521	$ (77,351)	$ 38,818
Railway Tax Accruals	211,709	34,278	41,564	57,739
Net Railway Operating Income	$ 106,217	$ 44,243	$ (118,915)	$ (18,921)
Miles of Road Operated at Close of Year	22,798	4,512	9,514	8,941
YEAR 1980				
Railway Operating Revenues	$ 2,982,702	$ 314,265	$ 389,957	$ 935,736
Railway Operating Expenses	2,497,459	234,537	454,352	860,074
Net Revenue From Railway Operations	$ 485,243	$ 79,728	$ (64,395)	$ 75,662
Railway Tax Accruals	248,185	29,467	34,642	62,100
Net Railway Operating Income	$ 237,058	$ 50,261	$ (99,037)	$ 13,562
Miles of Road Operated at Close of Year	27,361	4,445	3,901	9,379

RAILWAY OPERATING REVENUE EARNED WITHIN NORTH DAKOTA ON INTRASTATE TRAFFIC
CLASS I RAILROADS ONLY - FOR THE YEARS 1979 AND 1980

	Burlington Northern Inc.	Soo Line Railroad	Milwaukee Railroad	Chicago & Northwestern Railway	Total
YEAR 1979					
Freight	$ 8,825,000	$ 1,374,000	$	$	$10,199,000
Passenger					
Baggage					
Milk					
Switching	49,000		(5,000)	1,000	45,000
Incidental	34,000	115,000	2,000	1,000	152,000
Total	$ 8,908,000	$ 1,489,000	$ (3,000)	$ 2,000	$10,396,000
ND Miles of Road Operated at Close of Year	3,419	1,321	367	14	5,121
YEAR 1980					
Freight	$ 14,433,000	$ 1,398,000	$	$ 4,000	$15,835,000
Passenger					
Baggage					
Milk					
Switching	47,000		2,000	4,000	53,000
Incidental	395,000	126,000	518,000	13,000	1,052,000
Total	$ 14,875,000	$ 1,524,000	$ 520,000	$ 21,000	$16,940,000
ND Miles of Road Operated at Close of Year	3,404	1,321	227	14	4,966

REVENUE FREIGHT ORIGINATING ON ALL RAILROADS IN
NORTH DAKOTA FOR THE YEARS 1979 AND 1980
(Showing All Commodities by General Classes)

	1979		1980	
	C.L.	Tons	C.L.	Tons
Farm Products	101,575	7,679,376	99,056	7,949,116
Forest Products				
Fresh Fish & Other Marine Products				
Metallic Ores	2	124	1	50
Coal	64,732	5,865,752	63,195	5,768,916
Crude Petroleum, Natural Gas & Natural Gasoline			599	44,164
Nonmet, Minerals, Except Fuels	1,024	88,907	675	62,745
Ordnance & Accessories	1	29		
Food & Kindred Products	18,515	1,119,428	16,051	996,513
Tobacco Products			1	47
Basic Textiles	2	27	1	52
Finished Textile Products				
Lumber & Products, Except Furniture	50	2,101	53	2,240
Furniture & Fixtures	6	44	3	53
Pulp, Paper & Allied Products	62	1,119	18	445
Printed Matter			1	18
Chemicals & Allied Products	9,114	844,978	10,065	928,639
Petroleum & Coal Products	4,456	292,170	4,494	285,486
Rubber & Miscellaneous			11	186
Leather & Leather Products				
Stone, Clay, Glass Products	276	17,068	130	8,236
Primary Metal Products	22	1,287	20	1,213
Fabricated Metal Products, Except Ordnance, Machinery & Transportation	20	571	8	279
Machinery, Except Electrical	479	10,428	562	11,811
Electrical Machinery, Equip. & Supp.	3	110	13	419
Transportation Equipment	65	1,515	103	2,151
Instruments, Photo, Optical Goods, Watches & Clocks				
Misc. Products of Manufacturing				
Waste & Scrap Materials	847	48,596	757	43,311
Misc. Freight Shipments	31	906	13	231
Containers, Shipping Returned Empty	87	1,380	80	1,251
Freight Forwarder Traffic				
Shipper Ass'n., Etc. Traffic	11	144	5	33
Other Mixed Miscellaneous Shipments	80	1,473	179	2,837
TOTAL CL TRAFFIC	201,460	15,977,533	196,094	16,110,442
Small Packaged Shipments		517		
TOTAL CL & LCL TONS		15,978,050		16,110,442

REVENUE FREIGHT TERMINATING ON ALL RAILROADS IN
NORTH DAKOTA FOR THE YEARS 1979 AND 1980
(Showing All Commodities by General Classes)

	1979		1980	
	C.L.	Tons	C.L.	Tons
Farm Products	3,286	246,510	7,366	623,755
Forest Products	3	59	2	36
Fresh Fish & Other Marine Products	23	1,142	29	1,406
Metallic Ores	3	196	2	112
Coal	23,768	2,083,279	21,974	1,994,004
Crude Petroleum, Natural Gas & Natural Gasoline	12	391	365	25,171
Nonmet, Minerals, Except Fuels	2,372	167,434	1,224	78,895
Ordnance & Accessories				
Food & Kindred Products	4,052	161,848	3,496	149,524
Tobacco Products	44	1,317	16	472
Basic Textiles	26	642	10	269
Finished Textile Products	1	7		
Lumber & Products, Except Furniture	1,615	72,417	957	42,639
Furniture & Fixtures	680	5,114	481	3,862
Pulp, Paper & Allied Products	2,124	58,660	1,985	56,738
Printed Matter			1	20
Chemicals & Allied Products	9,258	778,527	9,126	759,331
Petroleum & Coal Products	6,237	447,790	4,807	342,092
Rubber & Miscellaneous	526	7,268	463	6,792
Leather & Leather Products	3	86	1	17
Stone, Clay, Glass Products	4,042	230,922	2,626	149,047
Primary Metal Products	1,948	103,505	2,309	124,839
Fabricated Metal Products, Except Ordnance, Machinery & Transportation	576	20,128	415	13,635
Machinery, Except Electrical	2,031	38,740	1,591	26,870
Electrical Machinery, Equip. & Supp.	110	3,209	102	3,828
Transportation Equipment	1,108	22,996	697	13,730
Instruments, Photo, Optical Goods, Watches & Clocks				
Misc. Products of Manufacturing	14	203	9	166
Waste & Scrap Materials	84	3,547	61	2,921
Misc. Freight Shipments	12	545	9	263
Containers, Shipping Returned Empty	21	327	4	43
Freight Forwarder Traffic	21	566	7	121
Shipper Ass'n., Etc., Traffic	685	12,169	482	8,378
Other Mixed Miscellaneous Shipments	1,719	30,093	1,391	21,534
TOTAL CL TRAFFIC	66,404	4,499,637	62,008	4,450,510
Small Packaged Shipments		57		10
TOTAL CL & LCL TONS		4,499,694		4,450,520

REVENUE FREIGHT CARRIED ON ALL NORTH DAKOTA RAILROADS
FOR THE YEARS 1979 AND 1980
(Showing Selected Specific Commodities Only)

COMMODITY	Originating Within North Dakota				Terminating Within North Dakota			
	1979		1980		1979		1980	
	C.L.	Tons	C.L.	Tons	C.L.	Tons	C.L.	Tons
Barley	18,385	1,403,614	18,744	1,511,795	1,279	108,414	3,534	301,030
Corn	3,098	275,095	3,456	318,516	5	301	1	94
Oats	1,211	71,901	558	34,824	4	284	2	139
Rye	571	41,344	397	30,961	16	1,259	22	1,802
Wheat	66,126	5,309,907	59,199	5,255,679	1,759	124,688	3,422	299,792
Grain, nec	144	4,141	180	4,248	111	6,327	154	9,229
Flaxseeds	162	12,518	231	19,632	10	738		
Soybeans	114	9,463	96	8,291			1	82
Potatoes, other than sweet	3,991	157,380	2,168	97,479	28	1,086	7	303
Sugar Beets	1,355	60,915	223	9,812				
Field Seeds, Except oil seeds	25	2,094	138	12,034			45	2,929
Peas, dry	4	208	26	1,385				
Cattle								
Calves								
Hogs & Pigs								
Sheep & Lambs								
Sunflower seeds	4,714	238,074	4,170	214,675	29	1,563	5	291
Lignite Coal	63,071	5,744,181	62,101	5,686,572	23,080	2,022,573	21,629	1,965,333
Meat, Fresh or Chilled								
Meat, Fresh Frozen			2	38	2	103	2	109
Meat Products					7	382	5	256
Dressed Poultry, Fresh & Canned								
Fresh Frozen Dressed Poultry								
Creamery Butter			7	384	16	776	13	682
Cheese & Special Dairy Products	75	3,966	108	5,467	2	106	2	101
Wheat Flour, Except Blend. & Prep.	3,079	146,171	3,077	152,756	570	25,260	505	23,411
Wool & Mohair, Etc.	1	22						
Fertilizers	95	8,257	93	8,490	2,562	233,370	2,333	214,415
Cement, Nat. & Port., Etc.					1,910	147,140	1,378	110,755

FOR THE YEARS 1979 AND 1980

ALL RAILROAD COMPANIES			Total Persons		Passengers		Employees				Non Trespasser		Trespasser	
							On Duty		Off Duty					
KINDS OF ACCIDENTS	YEAR	NUMBER OF ACCIDENTS	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collisions	1979	20	-	-										
	1980	24	-	-										
Derailments	1979	56	-	6				6						
	1980	52	-	-										
Grade Crossings	1979	72	5	23				2			5	21		
	1980	34	6	6							6	6		
Struck or run over at places other than crossing	1979	4	2	2									2	2
	1980	5	4	1									4	1
Operating locomotives and motor cars	1979	16	-	16			-	16						
	1980	10	-	10			-	10						
Contact with fixed structures	1979	0	-	-										
	1980	0	-	-										
Coupling or uncoupling cars	1979	9	-	9				9						
	1980	14	-	14				14						
Operating handbrakes	1979	3	-	3				3						
	1980	5	-	5				5						
Getting on or off cars or engines	1979	36	-	36			-	36						
	1980	25	-	25			-	23						2
Operating switches	1979	28	-	28			-	28						
	1980	9	-	9			-	9						
Other Accidents	1979	288	1	284			1	275		5		3		1
	1980	200	1	196			1	191		4		1		-
TOTALS	1979	532	8	407			1	375		5	5	24	2	3
	1980	378	11	266			1	252		4	6	7	4	3

FOR THE YEARS 1979 AND 19 80

BURLINGTON NORTHERN			Total Persons		Passengers		Employees On Duty		Employees Off Duty		Non Trespasser		Trespasser	
KINDS OF ACCIDENTS	YEAR	NUMBER OF ACCIDENTS	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collisions	19 79	16	0	0										
	19 80	20	0	0										
Derailments	19 79	44	0	4				4						
	19 80	40	0	0										
Grade Crossings	19 79	61	4	14				1			4	13		
	19 80	28	6	5							6	5		
Struck or run over at places other than crossing	19 79	4	2	2									2	2
	19 80	4	4	-									4	
Operating locomotives and motor cars	19 79	14	-	14				14						
	19 80	5	-	5				5						
Contact with fixed structures	19 79	-	-	-										
	19 80	-	-	-										
Coupling or uncoupling cars	19 79	7	-	7				7						
	19 80	9	-	9				9						
Operating handbrakes	19 79	2	-	2				2						
	19 80	2	-	2				2						
Getting on or off cars or engines	19 79	24	-	24				24						-
	19 80	20	-	20				18						2
Operating switches	19 79	21	-	21				21						
	19 80	8	-	8				8						
Other Accidents	19 79	250	-	251				242		5		3		1
	19 80	154	-	153				148		4		1		-
TOTALS	19 79	443	6	339				315		5	4	16	2	3
	19 80	290	10	202				190		4	6	6	4	2

FOR THE YEARS 1979 AND 1980

SOO			Total Persons		Passengers		Employees On Duty		Employees Off Duty		Non Trespasser		Trespasser	
KINDS OF ACCIDENTS	YEAR	NUMBER OF ACCIDENTS	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collisions	1979	4	0	0										
	1980	4	0	0										
Derailments	1979	11	0	2				2						
	1980	12	0	0										
Grade Crossings	1979	11	1	9				1			1	8		
	1980	4	0	0										
Struck or run over at places other than crossing	1979	0	0	0										
	1980	1		1										1
Operating locomotives and motor cars	1979	2		2				2						
	1980	5		5				5						
Contact with fixed structures	1979	0												
	1980	0												
Coupling or uncoupling cars	1979	2		2				2						
	1980	5		5				5						
Operating handbrakes	1979	1		1				1						
	1980	3		3				3						
Getting on or off cars or engines	1979	12		12				12						
	1980	5		5				5						
Operating switches	1979	7		7				7						
	1980	1		1				1						
Other Accidents	1979	37	1	32			1	32						
	1980	44	1	41			1	41						
TOTALS	1979	87	2	67	-	-	1	59	-	-	1	8	-	-
	1980	84	1	61	-	-	1	60	-	-	-	-	-	1

FOR THE YEARS 19 79 AND 19 80

MILWAUKEE			Total Persons		Passengers		Employees On Duty		Employees Off Duty		Non Trespasser		Trespasser	
KINDS OF ACCIDENTS	YEAR	NUMBER OF ACCIDENTS	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collisions	19 79	0												
	19 80	0												
Derailments	19 79	1	0	0										
	19 80	0												
Grade Crossings	19 79	0												
	19 80	2		1								1		
Struck or run over at places other than crossing	19 79	0												
	19 80	0												
Operating locomotives and motor cars	19 79	0												
	19 80	0												
Contact with fixed structures	19 79	0												
	19 80	0												
Coupling or uncoupling cars	19 79	0												
	19 80	0												
Operating handbrakes	19 79	0												
	19 80	0												
Getting on or off cars or engines	19 79	0												
	19 80	0												
Operating switches	19 79	0												
	19 80	0												
Other Accidents	19 79	1		1				1						
	19 80	2		2				2						
TOTALS	19 79	2		1				1						
	19 80	4		3				2				1		

APPROPRIATIONS AND EXPENDITURES

OPERATING FUND

	APPROPRIATION July 1, 1979- June 30, 1981	ADJUSTED APPROPRIATION	TRANSFERS	EXPENDITURES July 1, 1979- June 30, 1981	BALANCE
SALARIES & WAGES	$ 2,267,491	$ 2,355,536	$ +16,000		
			- 5,000		
Administration				$ 601,371	
Weights & Measures				245,046	
Motor Carrier				154,798	
Public Warehousing				80,597	
Reclamation				349,749	
Traffic				113,767	
Public Utility				491,226	
Utility Valuation				-0-	
OSM Interim Program				111,244	
OSM State Program				-0-	
OSM Adm. & Enforcement				71,766	
OSM Abandoned Mine Lands				52,108	
TOTAL	$ 2,267,491	$ 2,355,536	$ +11,000	$ 2,271,672	$ 83,864
FEES & SERVICES	$ 1,521,608	$ 3,513,107	$ -16,000		
			-10,000		
Administration			- 9,658	117,075	
Weights & Measures				59,848	
Motor Carrier				66,873	
Public Warehousing				14,638	
Reclamation				248,650	
Traffic				33,880	
Public Utility				461,588	
Utility Valuation				81,358	
OSM Interim Program				55,314	
OSM State Program				634,033	
OSM Adm. & Enforcement				13,456	
OSM Abandoned Mine Lands				836,878	
PURPA				273,452	
TOTAL	$1,521,608	$ 3,513,107	$ -35,658	$ 2,897,043	$616,064
SUPPLIES & MATERIALS	$ 138,667	$ 180,797	$ +5,000		
			+4,000		
			+10,000		
Administration				26,854	
Weights & Measures				46,512	
Motor Carrier				14,487	
Public Warehousing				1,185	
Reclamation				8,978	
Traffic				4,325	
Public Utility				32,735	
Utility Valuation				99	
OSM Interim Program				7,395	
OSM State Program				3,320	
OSM Adm. & Enforcement				2,411	
OSM Abandoned Mine Lands				20,650	
PURPA				598	
TOTAL	$ 138,667	$ 180,797	$ +19,000	$ 169,549	$ 11,248

APPROPRIATIONS AND EXPENDITURES

OPERATING FUND

	APPROPRIATION July 1, 1979- June 30, 1981	ADJUSTED APPROPRIATION	TRANSFERS	EXPENDITURES July 1, 1979- June 30, 1981	BALANCE
DATA PROCESSING	$ 166,119	$ 168,574			
Administration				$ 5,413	
Weights & Measures				-0-	
Motor Carrier				14,394	
Public Warehousing				7,985	
Reclamation				19,469	
Traffic				70	
Public Utility				85,797	
Utility Valuation				-0-	
OSM Interim Program				-0-	
OSM State Program				23,648	
OSM Adm. & Enforcement				7,672	
OSM Abandoned Mine Lands				-0-	
PURPA				-0-	
TOTAL	$ 166,119	$ 168,574		$ 164,448	$ 4,126
CENTRAL MICROFILM	$ 5,375	$ 1,375	$ - 4,000		
Administration				$ 1,039	
TOTAL	$ 5,375	$ 1,375	$ - 4,000	$ 1,039	$ 336
EQUIPMENT	$ 92,712	$ 125,980	$ + 9,658		
Administration				$ 15,564	
Weights & Measures				46,287	
Motor Carrier				-0-	
Public Warehousing				120	
Reclamation				19,437	
Traffic				71	
Public Utility				9,529	
Utility Valuation				-0-	
OSM Interim Program				10,843	
OSM State Program				137	
OSM Adm. & Enforcement				9,087	
OSM Abandoned Mine Lands				3,149	
PURPA				-0-	
TOTAL	$ 92,712	$ 125,980	$ + 9,658	$ 114,224	$11,756
REFUNDS	$ 50,000	$ 50,000			$50,000
TOTAL	$ 50,000	$ 50,000			$50,000
TOTAL	$ 4,241,972	$ 6,395,369		$ 5,617,975	$777,394

COLLECTIONS - GENERAL OFFICE
July 1, 1979 to June 30, 1981

Scale Inspection Fees	$ 199,776.90
Miscellaneous Service Fees	1,655.59
Plant and Transmission Facility Siting Fees	729,800.00
Roving Grain and Hay Buyer's License Fees	8,160.00
Weighmasters License Fees	55.00
Motor Common Carrier License Fees	135,875.00
Interstate Registration Fees	814,209.00
Grain Storehouse License Fees	66,986.66
Public Storehouse License Fees	890.00
Auctioneer and Auction Clerk License Fees	14,020.00
Federal Grant-Gas Safety Program	18,242.25
TOTAL	$1,989,670.40

COLLECTIONS - STRIP MINING AND RECLAMATION FUND
July 1, 1979 to June 30, 1981

Balance - June 30, 1979		$ 184,567.50
Permit and Mining Fee Collections - 1979-81 Biennium	$127,285.00	
Fines Levied for Strip Mining Violations	37,290.00	
Total	$164,575.00	
Less Refunds issued to Mining Companies	30,340.00	
Balance	$134,235.00	134,235.00
TOTAL		$ 318,802.50

COLLECTIONS - MOTOR CARRIER DIVISION
July 1, 1979 to June 30, 1981

Cash on Hand - July 1, 1979		$ 300.00
INTRASTATE COLLECTIONS:		
Class "A" Fees	$ 6,085.00	
Special Fees	42,790.00	
Contract Fees	4,580.00	
Commercial Plate Fees	80,565.00	
Duplicate PS-plate Fees	37.00	
Overpayments	1,818.00	
TOTAL INTRASTATE COLLECTIONS		$ 135,875.00
INTERSTATE COLLECTIONS:		
Registration of New Authority	$ 25,280.00	
Registration of Amendments to Authority	15,810.00	
Identification Stamps	767,241.50	
Overpayments	5,877.50	
TOTAL INTERSTATE COLLECTIONS		$ 814,209.00
TOTAL COLLECTIONS AND CASH ON HAND		$ 950,384.00
LESS Remittances transferred to State Treasurer		950,084.00
CASH ON HAND - June 30, 1981		$ 300.00